
**TIGARD CITY COUNCIL
MEETING**
FEBRUARY 17, 2004 6:30 p.m.
TIGARD CITY HALL
13125 SW HALL BLVD
TIGARD, OR 97223



PUBLIC NOTICE:

Assistive Listening Devices are available for persons with impaired hearing and should be scheduled for Council meetings by noon on the Monday prior to the Council meeting. Please call 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead-time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting date by calling: 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA

A G E N D A
TIGARD CITY COUNCIL WORKSHOP MEETING
FEBRUARY 17, 2004

6:30 PM

1. **WORKSHOP MEETING**
 - 1.1 Call to Order - City Council
 - 1.2 Roll Call
 - 1.3 Pledge of Allegiance
 - 1.4 Council Communications & Liaison Reports
 - 1.5 Call to Council and Staff for Non Agenda Items

2. **JOINT MEETING WITH THE PLANNING COMMISSION**
 - a. Staff Report: Community Development Staff
 - b. Discussion Topics:
 - Recent Sign Code Revisions and Possible Penalty Increase
 - Initiating Annexation for Certain Parcels
 - Promoting Capital Improvement Program Awareness
 - Investigation of ODOT Funds for Local Streets to Improve Highway 99
 - Comprehensive Plan Update Process and Citizen Involvement
 - Planning Commission Training Needs
 - Planning Commissioner Testimony at Council Meetings
 - Ideas for Youth Involvement/Participation in Planning Commission Meetings

3. **DISCUSSION OF THE PROPOSED CAPITAL IMPROVEMENT PROJECTS FOR FISCAL YEAR 2004-05**
 - a. Staff Report: Engineering Staff
 - b. Council Discussion

4. **UPDATE ON THE STATUS OF THE BURNHAM STREET IMPROVEMENT PROJECT**
 - a. Staff Report: Engineering Staff
 - b. Council Discussion

5. UPDATE ON THE TIGARD FESTIVAL OF BALLOONS
 - a. Festival Coordinator Dave Nicoli
 - b. Council Discussion

6. UPDATE ON CODE COMPLIANCE
 - a. Staff Report: Community Development Staff
 - b. Council Discussion

7. DISCUSSION OF A TIGARD POSITION REGARDING CLACKAMAS AND YAMHILL PUD ELECTIONS
 - a. Council Discussion

8. COUNCIL LIAISON REPORTS

9. NON-AGENDA ITEMS

10. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(3), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

11. ADJOURNMENT

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AGENDA ITEM # _____
FOR AGENDA OF February 17, 2004

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Joint Meeting with Planning Commission

PREPARED BY: Jim Hendryx DEPT HEAD OK _____ CITY MGR OK _____

ISSUE BEFORE THE COUNCIL

This is the regularly scheduled, annual joint meeting between City Council and the Planning Commission.

STAFF RECOMMENDATION

N/A

INFORMATION SUMMARY

The City Council and Planning Commission meet annually to share information and discuss matters of interest. The following are suggested discussion items and may be subject to change:

- Regarding the recent sign code revisions – Should Council consider increasing the penalty (fine) for non-compliance, e.g., A-frame signs placed in the right-of-way?
- Should Council initiate annexation for those parcels in the Urban Services Area that abut the City of Tigard and have signed non-remonstrance agreements?
- Should the City revisit the Capital Improvement Program process and see how we could make it more visible to the community?
- In the 99W Corridor Study, ODOT stated that there are funds available to King City, Sherwood, Newberg, and Tigard for improvements to local streets that would in turn improve the traffic flow on 99W. Should the City investigate these funds?
- The Comprehensive Plan update process, including citizen involvement.
- Training needs for the Planning Commission (process, findings, etc.).
- Procedure for Planning Commission member testimony at Council meetings and hearings.
- Ideas for youth involvement/participation in the PC meetings.

OTHER ALTERNATIVES CONSIDERED

N/A

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Community Character and Quality of Life, Volunteerism – Goal #1, City will maximize the effectiveness of the volunteer spirit to accomplish the greatest good for our community; and Goal #2, Citizen involvement opportunities

will be maximized by providing educational programs on process, assuring accessibility to information, providing opportunities for input and establishing and maintaining a program of effective communication.

ATTACHMENT LIST

None

FISCAL NOTES

N/A

AGENDA ITEM # _____
FOR AGENDA OF February 17, 2004

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Proposed Capital Improvement Projects for FY 2004-05

PREPARED BY: A.P. Duenas DEPT HEAD OK A.P. Duenas CITY MGR OK _____

ISSUE BEFORE THE COUNCIL

Discussion with Council of the draft list of projects proposed for FY 2004-05. This presents an opportunity for Council to provide input on the draft list of projects, to review the public and Planning Commission comments to date, and to possibly suggest other projects for inclusion on the CIP list.

STAFF RECOMMENDATION

That Council discuss and provide input on the draft project list. The list will be finalized and submitted in March 2004 for consideration in the City's overall budget formulation process.

INFORMATION SUMMARY

The Capital Improvement Program (CIP) formulation process for FY 2004-05 is different from the process used in the past. The conversion from the Citizen Involvement Team meetings to the Focus on Tigard program required a change in the process. In addition, City Council had stated a desire to provide input early in the CIP formulation process. The new process includes a Citywide meeting to gather public comments (conducted on January 14, 2004). At this meeting the City received input from the public on the draft list of projects, which was posted on the City's website for three weeks prior to the meeting. In addition, the new process solicits Planning Commission and City Council input before the CIP budget is submitted for consideration in the City's formal budget process. The Planning Commission meeting on February 2, 2004 provided an opportunity for the Planning Commission to provide input on the draft list of projects and to possibly suggest other projects for consideration. This workshop meeting with City Council provides Council an opportunity to review, discuss and provide input on the draft list of projects and suggest other projects for consideration.

At its workshop meeting on January 20, 2004, Council asked for the preparation of a prioritized list of projects that would have the most benefit for Tigard regardless of jurisdiction. This list would be used to determine the approach that the City needs to take to have these projects constructed. The approach could involve partnering with other jurisdictions, providing matching funds to County, State or Federal dollars, or support for multi-jurisdictional projects that would benefit this area. That list is currently being prepared and will be submitted to Council prior to the meeting on February 17th for inclusion in the CIP discussion. This would allow Council to review the project list and possibly set aside funding in FY 2004-05 to pursue one or more of the high priority projects.

The comments from the Planning Commission at its meeting on February 2, 2004 will be summarized and submitted to City Council prior to the workshop meeting on February 17, 2004.

Attached are the following for review prior to the meeting on February 17, 2004:

- Draft List of Proposed Projects for FY 2004-05
- Executive Summary of the Public Input on the Draft FY 2004-05 CIP Project List
 - Input on the draft project list with staff comments
 - New projects proposed from various sources with staff comments
 - General questions and responses

OTHER ALTERNATIVES CONSIDERED

Not applicable

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Not applicable

ATTACHMENT LIST

- Draft List of Proposed Projects for FY 2004-05
- Executive Summary of the Public Input on the Draft FY 2004-05 CIP Project List
 - Input on the draft project list with staff comments
 - New projects proposed from various sources with staff comments
 - General questions and responses

FISCAL NOTES

The CIP Projects are funded each fiscal year through a wide variety of funding sources. The funding available for projects from each funding source is determined in conjunction with the City's operating budget as part of the City's overall budget formulation. The budget and the CIP projects would be submitted for Planning Commission review and recommendation in May 2004, and for City Council review and approval in June 2004. The approved CIP budget for FY 2004-05 would be effective July 1, 2004.



MEMORANDUM CITY OF TIGARD

13125 SW Hall Blvd.
Tigard, OR 97223
Phone 503-639-4171
Fax: 503-624-0752

TO: Planning Commission

FROM: Agustin P. Duenas, P.E. *[Signature]*
City Engineer

DATE: January 26, 2004

SUBJECT: FY 2003-04 CIP Update and CIP Formulation for FY 2004-05

The Capital Improvement Program formulation process for FY 2004-05 is different from the process used in the past. We conducted a Citywide meeting on January 14, 2004 to receive input from the public on the draft list of projects, which was posted on the City's website for three weeks prior to the meeting. In addition, the new process solicits Planning Commission and City Council input before the CIP budget is submitted for consideration in the City's formal budget process. The Planning Commission meeting on February 2, 2004 provides an opportunity for the Planning Commission to provide input on the draft list of projects and to possibly suggest other projects for consideration. I will be covering the following at the February 2, 2004 Planning Commission meeting:

- Capital Improvement Program (CIP) Update (FY 2003-04)
- Draft List of CIP Projects for FY 2004-05

Attached are the following for your review prior to the meeting on February 2, 2004:

- Draft List of Proposed Projects for FY 2004-05
- Executive Summary of the Public Input on the Draft FY 2004-05 CIP Project List
 - Input on the draft project list with staff comments
 - New projects proposed from various sources with staff comments
 - General questions and responses

The discussion with City Council is scheduled for the workshop meeting on February 17, 2004.

Attachments

c: Vannie T. Nguyen, CIP Division Manager

PROPOSED FY 2004-05 CAPITAL IMPROVEMENT PROGRAM

December 24, 2003

Updated 1-9-03

STREET SYSTEM PROGRAM

Project	Funding Source	Amount
Pavement Major Maintenance Program (PMMP)	Street Maintenance Fee	\$800,000

One of the City's missions is to properly maintain all streets in a perpetual good to excellent condition. Streets in good to excellent condition are characterized as having good riding quality, drainage, and appearance. The total annual maintenance cost is four to five times less following a preventative maintenance strategy than if streets were allowed to deteriorate to poor and failed conditions that would require major rehabilitation.

To accomplish this task, a variety of minor and major maintenance techniques including pothole repair, crack sealing, slurry sealing and resurfacing have been applied by the City to provide additional service life to the streets and to keep them safe and serviceable. Each year, the City monitors the existing street conditions, identifies streets with minor defects, and recommends maintenance techniques to correct the problems. Below is the list of streets scheduled to be included in the program:

- 72nd Avenue (Fir to Hunziker Street)
- 72nd Avenue (Spruce to Oak Street)
- 121st Avenue (Ann Street to Springwood Drive)
- Pine Street (69th Avenue to cul-de-sac)
- Park Street (110th to Watkins Avenue)
- Burnham Street (Main Street to Hall Boulevard)
- Mapleleaf Street (72nd to 71st Avenue)
- Derry Dell Court (Park Street to Watkins Avenue)
- James Court (Howard Drive to end)
- Ventura Court (Barbara Lane to Ventura Drive)

The project list is subject to change due to actual bid proposals submitted at the time the project is advertised for construction. The lowest submittal bid price could exceed the proposed budget that requires the City to move some streets from this year's to next year's list.

Traffic Calming Program	Gas Tax	\$10,000
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This program provides funding for traffic calming measures Citywide. In the last few years, much of the funding was used to place speed humps on streets that clearly demonstrated the need for installation of these traffic-calming devices. A portion of this fund is used on a 50-50 cost sharing basis with residents for placement of speed humps on streets that do not make the year's list. This year's program includes installation of:

- 2 speed humps on Park Street (between 110th Avenue and Watkins Avenue)
- 1 speed hump on Hawksbeard Street (between 130th Avenue and Summer Lake Drive)
- 1 speed hump on Summerfield Drive (between Meadowbrook and 114th Court)
- 3 speed humps on 100th Avenue (between Kable and Murdock Street)

Other streets may be added to the program depending upon neighborhood interest and the street ranking in the speed hump criteria rating system.

STREET SYSTEM PROGRAM

Project	Funding Source	Amount
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Street Striping Program	Gas Tax	\$20,000
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This is an annual program that provides funding for installation of new striping on streets that demonstrate the need for replacement of existing stripes, pavement markings and pavement markers. This year's program includes permanent striping between the 72nd Avenue/Dartmouth Street intersection and 68th Avenue, 68th Avenue between Hampton Street and Dartmouth Street and short-term striping on various streets located throughout the City.

Mapleleaf Street (72nd to 71st Avenue)	Gas Tax - \$70,000 Street Maintenance Fee - \$45,000	\$115,000
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This project installs AC pavement on the existing unpaved street and widens the street to a width of 25 feet to match with the existing width of the adjacent segment. New curbs and sidewalks will also be installed to comply with improvement requirements for a local street. Construction of the project requires funding from two different sources: the State Gas Tax fund for the widening of the street and the Street Maintenance Fee for placement AC pavement on the existing aggregate base. The total construction cost is \$115,000.

Crosswalk Lights (Hall Blvd at Fanno Creek Pathway)	Gas Tax	\$65,000
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This project is the installation of crossing improvements on Hall Blvd to provide a safe crossing for Fanno Creek Trail users. The crossing improvements will provide a safe mid-block crossing to a heavily traveled, two-lane state route with a posted speed limit of 45 mph. The lights can be activated by pushing a button causing the flashing lights to illuminate the walkway.

Crosswalk Light Flashing Beacons (121st Avenue at Lynn/Katherine Street)	Gas Tax	\$18,000
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A pilot program began in FY 1999-2000 to install four crosswalk lighting systems at existing marked crosswalks in the City. This year's program provides funding to install a pole-mounted flashing light in each direction of travel for the crosswalk lights that were previously installed at the 121st Avenue/Lynn-Katherine Street intersection. This safety enhancement to the existing lighted crosswalk is necessary to provide more visibility and advance warning to vehicular traffic.

Tiedeman Avenue Railroad Crossings (south of North Dakota Street)	Gas Tax	\$28,000
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This is another joint project between the City and Portland & Western Railroad, Inc. to repair deteriorated railroad crossings at various locations Citywide. The crossings at Main Street, 72nd Avenue and North Dakota have been previously repaired through joint efforts with the railroad company. This project addresses the deteriorated crossings at Tiedeman Avenue. The project will reconstruct approximately 275 feet of existing aggregate base and AC pavement and adjust the railroad tracks to match the new pavement. The City will pay for the reconstruction of the roadway approaches. Portland & Western will manage the project and will pay for all the work related to the adjustment of the tracks.

STREET SYSTEM PROGRAM

Project	Funding Source	Amount
McDonald Street (at Highway 99W)	Traffic Impact Fee	\$150,000

This project widens McDonald Street at the intersection with Highway 99W to provide a westbound right-turn lane into the state highway. The scope of work includes construction of approximately 250 feet of 12-foot wide travel lane, installation of curb, sidewalk and striping, improvements to the storm drainage system and modification of the existing signal at the intersection to conform to ODOT design requirements. Right-of-way acquisition at the northeast corner of the intersection is required for construction of the project.

Commercial Street (95 th Avenue to Main Street)	Gas Tax - \$75,000 CDBG - \$91,300	\$166,300
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This project involves a half-street improvement with pedestrian walkway in the Tigard Town Center to support the commuter rail project. Sidewalks have been previously installed on 95th Avenue and Lincoln Avenue. The project scope is widening of Commercial Street on one side to provide a sidewalk connecting 95th Avenue to Main Street at the planned commuter rail station. It includes the realignment of Commercial Street underneath the Highway 99W over-crossing to provide space for the sidewalk. This project has been submitted for CDBG funding. If the grant is not approved, the project will not be implemented.

North Dakota Street Pedestrian Bridge	Gas Tax	\$100,000
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The North Dakota Street bridge is too narrow to safely pass pedestrian and vehicular traffic simultaneously. This project constructs an 8-foot wide by approximately 60-foot long pre-fabricated timber pedestrian bridge adjacent to the existing bridge. Also included in the project is the construction of roadway approaches to connect the pedestrian bridge with nearby existing sidewalks.

Sidewalk Improvements	Gas Tax	\$100,000
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This is a joint project between the City and Tri-Met to provide pedestrian connections between transit amenities such as bus stops and key activity centers. It also includes extension of existing sidewalks at various locations in the City to provide a safe path to school for children.

Hall Boulevard (at McDonald Street) – Right-of-Way Acquisition	Traffic Impact Fee	\$60,000
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The first phase of this project is the project design and acquisition of right-of-way for construction of a southbound right-turn lane on Hall Boulevard at McDonald Street. The design will be performed inhouse. Hence, the bulk of the funding is for right-of-way acquisition. In addition to the street widening, curb and sidewalk will be installed along the new segment of roadway to improve pedestrian safety. The project is proposed for construction in FY 2005-06.

Walnut Street/Ash Avenue/Scoffins Street Feasibility Study	TIF	\$50,000
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Circulation and capacity deficiencies along Highway 99W require more than intersection improvements or roadway widening. There are a few options identified in the Tigard Transportation System Plan to improve intra-city circulation through construction of alternate routes to Highway 99W. The extension of Walnut Street is one of several options recommended to help resolve the problem. This project

STREET SYSTEM PROGRAM

Project	Funding Source	Amount
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provides a feasibility study on the extension of Walnut Street over Fanno Creek to Ash Avenue then north to intersect with Scoffins/Hunziker Street. The extension would allow traffic to proceed on Hunziker Street east to the Tigard Triangle over the proposed future Highway 217 overcrossing to connect to Hampton Street.

Gaarde Street - Phase 2	Traffic Impact Fee US	\$200,000
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The second phase of the project is the widening of Gaarde Street between 121st Avenue and Highway 99W and the improvement of approximately 1,450 feet of 121st Avenue north of the Gaarde Street/121st Avenue intersection. Construction of this project began in early 2003 and will be completed by late summer of 2004. Work completed in FY 2003-04 includes relocation of existing utilities from overhead to underground, relocation of existing water lines and gas line, installation of drainage and sanitary sewer systems, construction of retaining walls, installation of curbs and sidewalks, placement of aggregate base and 1st lift of AC pavement, and installation of a traffic signal and street lights. The remaining work that includes installation of the final lift and traffic stripes will be completed in FY 2004-05.

121st Avenue (Quail Creek Lane to Tippitt Place)	Traffic Impact Fee - \$200,000	
Right-of-Way Acquisition	Traffic Impact Fee US - \$150,000	\$350,000

121st Avenue between Quail Creek Lane and Tippitt Place is proposed for widening to the ultimate width of 44 feet. The complete design identifies additional rights-of-way required for the improvements. The City TIF Fund and the TIF-Urban Services Fund have been utilized to purchase a portion of the land acquisition needed for the project. Construction and the remaining rights-of-way acquisition will be programmed in future budgets.

Walnut Street (116th Avenue to Tiedeman/Fonner Street) Right-of-Way Acquisition	Traffic Impact Fee - \$100,000	
	Traffic Impact Fee US - \$150,000	\$250,000

Walnut Street between 116th Avenue and the Tiedeman Avenue/Fonner Street intersection is proposed for widening to its ultimate width of 44 feet. The complete project design identifies partial right-of-way takings from 35 properties that need to be acquired for the project. The City TIF Fund and the TIF-Urban Services Fund have been utilized to purchase the rights-of-way. This project is proposed for the construction to begin in FY 2005- 06.

Walnut Street (135th to 121st Avenue)	TIF - \$10,000	
	Underground Utility - \$260,000	\$460,000
	Franchise Utilities - \$170,000	
	Sanitary Sewer - \$20,000	
	Water - See Water System Program	

This MSTIP-3 project prepared by Washington County for Walnut Street between 135th and 121st Avenue is the last phase of the three-phase street improvement project. The first two phases are the improvement of the Walnut/121st Avenue intersection and the construction of the Walnut/Gaarde Street intersection. The City agrees to reimburse Washington County for placing existing overhead utilities underground, upgrading the water system and extending the existing sanitary sewer main as these items are not included in the scope of work for the County's MSTIP-3 projects. Construction of the project is scheduled to begin in late summer of 2004 and is expected to be completed by December 2005.

STREET SYSTEM PROGRAM

Project	Funding Source	Amount
Greenburg Road (Washington Square Drive to Tiedeman Avenue)	TIF - \$85,000 Federal - \$660,000	\$745,000

This project improves Greenburg Road from Washington Square Drive to Tiedeman Avenue. The bulk of the work will be to widen Greenburg Road between the Highway 217 over-crossing and Tiedeman Avenue to a 5-lane facility. The completed improvements would enhance movement into and out of the Washington Square Regional Center. The project design and land acquisition are funded through the Priorities 2000 & 2002 MTIP funds of \$660,000 with Tigard providing \$85,000 in matching funds. The total amount of \$745,000 reflects the entire amount needed for the project (both federal funding and the local matching funds). The federal funds for the preliminary engineering work have been obligated. The City has entered an agreement with Washington County to perform engineering design and right-of-way acquisition services for the project. This project was submitted for construction funding under the MTIP Priorities 2004-07 project selection process but was not selected for construction implementation.

Bull Mountain/Roshak Road Intersection	Traffic Impact Fee - US	\$150,000
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This project widens Bull Mountain Road to add turning lanes at that intersection. The project should enhance safety by providing safer turning movements. The project includes minor drainage work and requires some land acquisition to accommodate the widened road. Construction of the project begins in the spring and should be completed in the summer of 2004.

Wall Street Local Improvement District	LID	None at this time
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This project was initiated in FY 2002-03. The TIF Fund provides a total of \$250,000 for engineering design costs leading to completion of the Preliminary Engineer's Report. \$100,000 was allocated for FY 2002-03 and \$150,000 for FY 2003-04. Any funding for work beyond the Preliminary Engineer's Report will be provided primarily through the Local Improvement District, if it is formed.

Hall Blvd/Wall St Intersection and Approaches	TIF	\$450,000
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The intersection project widens Hall Boulevard along the Library and the Fanno Pointe Condominiums frontages and constructs the first 425 feet of Wall Street to provide a common access to Hall Boulevard for the two developments. To ensure that the intersection project would be designed and constructed expeditiously, the project was divided into two phases: Phase 1 is the half street improvement of Hall Boulevard and Phase 2 is the construction of 425 feet of Wall Street at the intersection with Hall Boulevard. Construction of Phase 1 is nearing completion. Phase 2 is scheduled for construction in the summer of 2004 after all environmental permits have been obtained.

PARKS SYSTEM PROGRAM

Fanno Creek Trail (Grant to Main Street)

Parks Capital Fund - \$47,808
Oregon Recreation & Park Dept
Grant - \$ 52,192 **\$100,000**

This is part of the Fanno Creek Trail System. This segment connects Main Street to Grant Avenue.

Fanno Creek Trail (Hall Boulevard to proposed Wall Street)

Parks Capital Fund - \$50,000
Regional Trail Program Grant
- \$51,486 **\$101,486**

This project constructs a Fanno Creek Trail segment east of Hall Boulevard crossing Fanno Creek to the new Library and Wall Street. A pre-fabricated timber bridge will be installed to cross Fanno Creek.

Fanno Creek Park Shelter

Parks Capital Fund **\$75,000**

This project installs a shelter and a small parking lot at Fanno Creek Park north of the new library building.

Park System Master Plan & System Development Charges (SDC) Updates

Parks Capital Fund **\$40,000**

This project updates the current comprehensive plan and provides a feasibility study for future increase of system development charges. The study will be performed by a consultant.

Tree Planting

Tree Replacement **\$50,000**

This continues the yearly program to plant new trees in greenways and parks, remove old and hazardous trees, and maintain and protect existing trees.

Skateboard Park

Fundraising **\$404,000**

This project constructs a 15,000 square foot, in-ground skateboard park in the area of City Hall parking lot approved by the City Council.

SANITARY SEWER SYSTEM PROGRAM

Citywide Sewer Extension Program

Sanitary Sewer **\$2,000,000**

The Citywide Sewer Extension Program is a long-term program to extend sewers to all developed but unserved residential areas Citywide. The City uses the formation of reimbursement districts to construct the sewers. On the average, the City constructs five reimbursement districts a year to provide approximately 120 to 130 connections to existing homes. The Commercial Area Sewer Extension Program is also funded from the Sanitary Sewer Fund and offers the same opportunity to commercial entities that may wish to participate in a reimbursement district for extension of sewer service to a commercial area. This year's program includes the following proposed districts: O'Mara/Edgewood Street, 121st Avenue, 100th/Murdock/Sattler Street, 117th Avenue and Walnut Street.

Sanitary Sewer Major Maintenance Program

Sanitary Sewer

\$100,000

These funds would be used to contract out sewer repair projects that are beyond the repair capabilities of the Public Works Department. This program is expected to be a continuing program in future years. The Sanitary Sewer Major Maintenance Program in FY 2004-05 will include sewer repair projects located at various locations in the City.

Sanitary Sewer Pipe Rehabilitation

Sanitary Sewer

\$30,000

This yearly program rehabilitates sanitary sewer pipes through installation of new pipes by the bursting method or installation of cured-in-place pipes inside the existing pipes utilizing the trenchless construction method.

Benchview Terrace Sanitary Sewer Access Road

Sanitary Sewer

\$40,000

There is an existing maintenance access road that was constructed as a part of the Benchview Estates project. The roadway is accessed from Greenfield Drive, just south of the intersection at Benchview Terrace. Approximately 250 feet of this access roadway has been severely eroded by winter rainfall over the last several years. This project will include repair and/or reconstruction of the roadway.

STORM DRAINAGE SYSTEM PROGRAM**Storm Drainage Major Maintenance Program**

Storm Sewer

\$60,000

This program addresses minor storm drainage problems requiring more than normal maintenance effort. The Storm Drainage Major Maintenance Program in FY 2004-05 includes projects located at various locations in the City.

Storm Drain Pipe Rehabilitation

Storm Sewer

\$100,000

The Storm Drain Pipe Rehabilitation Program was initiated in FY 2001-02. Since then, approximately 1,500 feet of existing pipes have been rehabilitated using a trenchless construction method that prevents damage to the existing pavement. The City's television inspection reports identify 5,000 feet of storm drain pipes that are seriously damaged and need to be repaired or replaced. This project continues the program by rehabilitating 1,000 feet of pipes through installation of new pipes by bursting method or installation of cured-in-place pipes inside the existing pipes utilizing the trenchless construction method.

Gaarde Street Phase 2 Wetland Mitigation

Storm Sewer

\$10,000

This project provides mitigation measures that were required by the DSL, the Corps of Engineers and CWS to offset the loss of 0.009 acres of wetland associated with the widening of Gaarde Street. The offsite mitigation area is along the Fanno Creek Greenway immediately north of Tigard Street. The vegetated enhancement area is located along the Fanno Creek trail south of the Burnham Business Park. The project will provide initial vegetation management and plant installation during the summer and fall of 2003.

Derry Dell Creek Wetland & Vegetated Corridor Enhancement	Storm Sewer	7,000
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This project enhances wetland areas and vegetated corridor approximately 750 feet along Derry Dell Creek at 110th Avenue. The enhancement is required by the DSL, the Corps of Engineers, and CWS due to impacts created by the installation of Sanitary Sewer pipe across the creek. This project also includes first year monitoring and report in addition to mitigation plantings and invasive species control.

Storm Debris Processing Center	Storm Sewer	\$37,500
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The Wastewater and Storm division of Public Works provides continuous maintenance of storm drainage catch basins, manholes and pipes throughout the City. Debris, such as leaves and branches is collected and must be disposed of at an approved facility. Tigard does not have a disposal site, as is the case with other local jurisdictions. Currently, the City is hauling the debris to a shared dump site at the City of Beaverton's Public Works yard. However, this site is much too small for continuous use by the City. Disposal of this saturated debris is usually charged by weight, so there is incentive to dewater the material before disposal. Tigard Staff is currently working with Clean Water Services (CWS) to coordinate the construction of a regional processing facility that would be shared amongst several local jurisdictions as well as CWS.

Summer Lake Culvert	Storm Sewer	\$20,000
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Summer Lake Park is located along Winter Lake Drive, near Shore Drive. There is an existing pedestrian pathway system that leads from the parking area into the park and also to a separate area of the park. A natural stream crosses this area from Winter Lake Drive to Summer Lake. Where the pathways cross this stream, either pedestrian bridges or culverts are used. The first set of culverts, east of Winter Lake Drive, consists of three 12-inch culverts. However, these culverts are not sized large enough to handle the winter runoff. Therefore, this project will include replacement of these culverts with larger diameter culverts.

Bonanza Way – Erosion Control	Storm Sewer	\$10,000
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There are storm drainage lines in Bonanza Way and Riverwood Lane that converge into one pipe and discharge into the Tualatin River. The common pipe crosses a pedestrian pathway that follows the river greenway and then outfalls at the river bank. The outfall has severely eroded and is in need of repair and/or reconstruction. It is anticipated that this project will be started in Fiscal Year 04/05 and will be completed during FY 05-06.

Summer Lake Improvements	Water Quality/Quantity	\$10,000
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This continues the flow monitoring of Summer Lake. The City has a contract with the County Watermaster to perform the flow-monitoring work.

Clean Water Services Master Plan	Water Quality/Quantity	\$150,000
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As a result of the master plan, individual plans were prepared to restore the beneficial uses of streams in each watershed within the Tualatin Basin. The Fanno Creek Watershed Plan provides the plan for the Tigard area. The beneficial uses the plan is expected to protect include: the survival of resident fish and aquatic life, salmonid spawning and rearing, water-contact recreation, aesthetics, fishing, and water

supply. The plan accomplishes this by identifying prioritized projects and other management actions that will improve water quality and flood management.

Water Quality Enhancement

Water Quality/Quantity

\$50,000

This project reconstructs the existing water quality pond to a new swale or extended dry pond on Steve Street west of 81st Avenue. Also included in the project is the enhancement of the water quality facility on Greensward Lane between 88th Avenue and Hall Boulevard by planting the facility with native grasses, trees and shrubs, and installation of a temporary irrigations system.

WATER SYSTEM PROGRAM

1 ½-inch and Larger Water Meter Replacements

Water

\$40,000

This has been one of the long-term projects for the Public Works department. The large meter replacement program is for the systematic testing, repair and/or replacement of all 1 ½-inch and larger water meters. Meters of this size have developed problems where actual water flows are inaccurately measured; most of the time, the volume of water is under-reported. The result is that water customers could be using more water than they are being assessed. Testing and or replacement of these water meters have proven to make financial sense in that the investment is recouped by the additional revenues received due to accurate meters.

Water Service Installations

Water

\$30,000

This is another long-term program for the department. Each year the City adds new customers to the system through individual building permits or additional water services. Customers apply for a new water service, and Public Works staff installs the service line and will set the meter (see Meter Installations line item).

Defective Meter Replacements

Water

\$15,000

This has been another one of the long-term projects for the Public Works department and is similar to the program for 1 ½-inch meter replacements. But this program is for the smaller meters. Meters of this size have also developed problems where actual water flows are inaccurately measured; most of the time, the volume of water is under-reported. The result is that water customers could be using more water than they are being assessed. Testing and or replacement of these water meters have proven to make financial sense in that the investment is recouped by the additional revenues received due to accurate meters.

Meter Installations

Water

\$60,000

This on-going program ties in with the Water Service Installations program. When new water customers, or existing customers who need an additional water service, apply for a new service, Public Works staff install the service line and will set the new meter.

Fire Hydrant Installations (Replacement/Upgrade)	Water	\$25,000
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The City is in the process of replacing older, two-port fire hydrants because it has been shown that Tualatin Valley Fire & Rescue (TVFR) can not pull adequate flows from them in emergency situations. TVFR equipment works best with 5 ¼-inch ports; these older hydrants have smaller ports. The newer, three-port models have 5 ¼-inch ports. FY 04/05 will be the last year of hydrant replacements. After that, the City will budget approximately \$10,000 per year to pay for repair or replacement of any hydrants that are damaged in auto accidents, or to pay for new hydrants in infill situations.

2-inch Service Line Replacements	Water	\$25,000
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This on-going program replaces existing 2-inch galvanized service lines with new copper service lines. There has been an observed increase in leaks on galvanized service lines, which results in an overall water loss to the City's system. This program is vital in order to reduce the amount of lost water, and therefore revenue, to the City. It is anticipated that this will be the last year where this program will be needed.

Water Main Replacements	Water	\$78,750
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This on-going program is based on the needs identified in the "Water Distribution System Hydraulic Study – May 2000", and is for the routine replacement of leaking, damaged and older water mains throughout the water system. In most cases the existing mains have adequate capacity and will be replaced with the same diameter water mains.

Gaarde Street Phase 2 Water Relocate	Water	\$50,000
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This project is in coordination with the Gaarde Street Phase II roadway improvement project. Due to vertical adjustments to the roadway, portions of existing water lines in the roadway had to be relocated. Much of this work will be completed in FY 03-04, but work will continue into FY 04-05.

Security Vulnerability Evaluation and Upgrades	Water	\$70,000
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This is an EPA-mandated program to evaluate and mitigate security vulnerabilities in the City's water system. Sensitive facilities would include reservoirs, pump stations, wells, and other facilities where access is limited. The study has evaluated the City's current security measures and has recommended certain improvements that should be implemented over the next two years. It is anticipated that this project will be completed during FY 05-06.

Telemetry Upgrade	Water	\$87,500
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The existing telemetry system is out of date and the software and hardware are no longer supported by the manufacturer or local representatives. The City has also experienced failures of controllers at various sites due to the aging of the overall system. Replacement of controllers can take up to three weeks, which is not adequate for the City's need to have continuous monitoring ability of the water system. The upgrade process will enable the City to have up to date technology that is more user friendly, and to explore modes of communication other than the phone line system currently used.

Water Line Replacement – SW Walnut (135th to 121st Ave)	Water - \$237,500	\$475,000
	Water SDC - \$237,500	

This project is in conjunction with the Walnut Street improvements to be jointly completed by Washington County and the City over the next two fiscal years. The "Water Distribution Hydraulic Study – May 2000" recommended that a new 24-inch water line be completed between 121st Avenue and Barrows Road. In addition, a separate 16-inch water line is needed approximately between 132nd Avenue and Walnut Lane. The roadway improvement project makes it timely for the installation of these transmission water lines. The funding of the water improvements will be roughly 50% from the Water Fund and 50% from the Water SDC fund.

Reservoir Structural Repairs	Water	\$70,000
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The City has identified that certain repairs should be made to the following reservoirs: 10 MG reservoir at Bull Mountain Road/125th Avenue; Reservoir No. 4 (1.0 MG), north of Beef Bend Road on 122nd Avenue; Reservoir No. 3 (2.5 MG), south of Walnut Street on 135th Avenue; and the Hi-Tor reservoirs.

Hall Boulevard/Wall Street Intersection: New 12-inch Water Line	Water	\$50,000
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This project is in conjunction with the roadway CIP and will include installation of a new 12-inch water line that will eventually be extended with Wall Street.

Water Main Line Oversizing	Water SDC	\$200,000
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During the course of the year the City may find the need to upsize a planned pipeline through a new development, thus accomplishing an identified capital improvement as listed in the "Water Distribution System Hydraulic Study – May 2000."

Secure 550-Foot Reservoir No. 2 Site	Water SDC	\$150,000
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The City has been working with the Tigard Tualatin School District (TTSD) with regard to locating the 550-foot Reservoir No. 2 on their Alberta Rider school site. Part of the proposed agreement with TTSD is to grant a credit against permit costs up to \$200,000. It is anticipated that TTSD will use up approximately \$50,000 of the credit in FY 03/04, with the remainder to be used in FY 04/05.

550-Foot Service Zone Reservoir No. 2 (3.0 MG)	Water CIP	\$3,158,000
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This reservoir is proposed to be located on the Tigard Tualatin School District (TTSD) site for the Alberta Rider Elementary School. Constructing this reservoir will eliminate some of the demand currently supplied by the 713-Foot pressure zone. Supply to the reservoir will be provided through the transfer pump station upgrade and transmission piping projects separately listed.

Transfer Pump Station Upgrade	Water CIP	\$1,205,000
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The existing transfer pump station, located on the 10 MG reservoir site at Bull Mountain Road/125th Avenue, serves both the 550-foot and 713-foot service zones. The Water Distribution System Hydraulic Study identified a need to replace this pump station with one that would provide a higher pumping capacity to both service zones. Construction of this improvement increases pumping capacity from 2,000 gpm to 3,300 gpm for the 713-foot service zone. The pump station will also provide 3,900 gpm to the 550-Foot Zone Reservoir No. 2 listed previously. Along with the piping improvements listed below,

the existing pump station at the Canterbury site (Pump Station No. 1) will be abandoned.

Reservoir No. 2 Supply Lines

Water CIP

\$425,600

This improvement is needed for existing and future needs in both transmission and distribution to serve the new reservoir and pump station upgrade projects listed above. A new line will be constructed between the new transfer pump station and Reservoir No. 2, ranging in size from 18-inch to 24-inch. The line will extend in 125th Avenue, Bull Mountain Road, and Terraview Drive (Arlington Ridge subdivision). Coordination with existing residents in Arlington Ridge will be important, as Terraview Drive is a fully-improved local residential street.

Canterbury Supply Lines

Water CIP

\$717,300

Part of the overall improvements to the 550-foot service zone includes increased transmission capacity to the Canterbury Hill area from the new reservoir and transfer pump station upgrade listed above. The transmission line will be 18-inch diameter and is proposed to be extended from the transfer pump station site easterly in Bull Mountain Road, north along Highway 99W, across Highway 99W and easterly in Canterbury Lane. This improvement will allow abandonment of Pump Station No. 1 at the City's Canterbury site.

12-Inch Canterbury Loop

Water CIP

\$458,200

The final component of the 550-foot service zone improvements is a looped system around the Canterbury Hill area. This improvement will create better fire flow for the area, provide for future growth and remove dead end water quality problems. The 12-inch loop will be extended roughly as follows: from the intersection at Canterbury Lane/109th, easterly in Canterbury Lane to 103rd Avenue; north in 103rd Avenue to Inez Street; east in Inez Street to 100th Avenue; south in 100th Avenue to Murdock Street; west in Murdock Street to 109th Avenue; north in 109th Avenue to Canterbury Lane.

**Aquifer Storage and Recovery(ASR): Well
No. 2 – Production Well**

Water CIP

\$140,000

Tigard has been using ASR Well No. 1 for the last full year and has had positive results. That well is capable of a distribution capacity of 1.0 MGD during the summer months. The City also completed an ASR expansion study which indicated that the City could achieve a total of 5 to 6 MGD from ASR wells placed around the City's aquifer. ASR provides the ability to inject water during the winter months in the aquifer (when water is plentiful), store the water in the aquifer for a few months, and then withdraw that same water in the summer months to help manage higher water demands. ASR Well No. 2 is scheduled for this year and will be drilled at the 10 MG reservoir site at Bull Mountain Road/125th Avenue. It will also have a pumping capacity of 1.0 MGD. The scope of work for this project will also include the drilling of a test well for a proposed ASR Well No. 3.

**Aquifer Storage and Recovery(ASR): Well
No. 3 – Production Well**

Water CIP

\$1,060,000

Assuming the test well for ASR Well No. 3 is positive, the City will expand the test well into a full production well during FY 2004-05. The location of this well is yet to be determined, but is generally targeted for the vicinity of the Eagles View subdivision, north of Beef Bend Road, near 141st Avenue. It is anticipated that this well will also have a pumping capacity of 1.0 MGD.

Aquifer Storage and Recovery(ASR): Well No. 4 – Test Well	Water CIP	\$90,000
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Each fiscal year, the ASR program will include the drilling of one production well and the drilling of one test well. It is planned that the contractor who drills the production well for ASR No. 3 will also drill the test well for ASR No. 4. The goal for each ASR well is to achieve a minimum pumping capacity of 1.0 MGD.

Feasibility Report, Phase II – Scoggins Dam Raise	Water CIP	\$389,490
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As part of obtaining a long-term water source for the Tigard service area, the City is partnering with other Joint Water Commission (JWC) owners for the Scoggins Dam Raise feasibility report. Raising the dam would increase the storage volume of Hagg Lake and would therefore provide more capacity for JWC member cities.

JWC Raw Water Pipeline Pre-Design	Water CIP	\$200,000
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This project will include a pipe connection between the JWC treatment plant and the headwork at Scoggins Dam. At present, water from Hagg Lake makes its way to the treatment plant via an open channel waterway and the Tualatin River. There are two problems with the existing system. First, the JWC treatment plant must submit a request to the Scoggins Dam control authority to release more water into the open channel system as the demand rises. But the treatment plant can only handle a certain volume of water at the intake; any extra water bypasses the plant and continues down the river. Therefore, there is a loss in efficiency. Second, it is estimated that 20% of the water from Scoggins Dam is lost to evaporation prior to reaching the treatment plant. This raw water pipeline will allow the JWC to control how much water is released from the dam into the pipe so that only the flow rate needed by the treatment plant will be released. In addition, the pipeline will eliminate the water loss due to evaporation and will provide more capacity to the JWC system.

CITY FACILITIES SYSTEM PROGRAM

Library Construction	Facility Fund	\$1,650,000
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This funding continues the new Library construction through FY 2004-05. The library project is expected to be completed by August 2004.

Administration, Library & City Hall Building Remodel	Facility Fund	\$100,000
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This project provides layout drawings for the remodel of the Administration, Library & City Hall buildings.

HVAC Replacement	Facility Fund	\$280,000
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This sets aside funding for the replacement of the existing HVAC systems in the Water and the old Library buildings.

Seismic Upgrades	Facility Fund	\$100,000
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This project provides funding to upgrade the existing Library, the City Hall and the Senior Center buildings to meet the seismological standard requirements.

Office Renovations

Facility Fund

\$1,150,000

This provides funding for remodel construction of office spaces in the Administration, Library, and City Hall buildings.

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FY 2004-05 CIP PROGRAM

PROJECTS DELETED AS OF 1-26-04

North Dakota Street Pedestrian Bridge	Gas Tax	\$100,000
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The North Dakota Street bridge is too narrow to safely pass pedestrian and vehicular traffic simultaneously. This project constructs an 8-foot wide by approximately 60-foot long pre-fabricated timber pedestrian bridge adjacent to the existing bridge. Also included in the project is the construction of roadway approaches to connect the pedestrian bridge with nearby existing sidewalks.

PROJECTS ADDED AS OF 1-26-04

Main Street/Burnham Street Stop Signs	Gas Tax	\$2,000
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Improvements for southbound Main Street at the intersection with Burnham Street involve relocation of an advanced warning stop sign, elimination of one parking space and placement of new pavement markings. Hopefully, the southbound traffic would be more aware of the stop sign after the improvements.

Main Street/Commercial Street Curb Return	Gas Tax	\$8,000
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The existing curb return radius at the southeast corner of the Main Street/Commercial Street Intersection is too small to accommodate wide turn movements by Tri-Met buses from westbound Commercial Street to northbound Main Street. This project constructs new curb and sidewalk at a large radius at the curb return.

Fanno Creek Trail Realignment (Tigard to Tiedeman Avenue)	Parks Capital Fund	\$10,000
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A section of the Fanno Creek trail between Tigard and Tiedeman Avenue is under water for part of the year and trail users walk through the adjacent wetland mitigation site in order to avoid the standing water. This project provides an initial study to look into the design – related details and cost to possibly replace a segment of the asphaltic concrete trail with boardwalk.



EXECUTIVE SUMMARY
of
Public Input on the Draft FY 2004-05 CIP

January 26, 2004

EXECUTIVE SUMMARY

The draft list of potential CIP projects for FY 2004-05 was posted on the City's webpage in December 2003 and was presented to citizens in a public meeting on January 14, 2004. Six people registered their names on the sign-in sheet even though there were seven people attending the meeting. Engineering Department has received and compiled the public response on the proposed CIP projects. Sixteen responses were received via public meeting, telephone, postal system and electronic mail.

Of the 16 responses, eight contained comments that requested the City to acquire and restore greenspaces. Other comments provided input on the draft list and nominated projects for consideration. General comments showed interest in projects that contributed to beautification (i.e. landscaping, community art enhancement) and storm water management. Below is an overview of comments on the draft list of CIP projects.

A. INPUT ON THE DRAFT PROJECT LIST & STAFF COMMENTS

1. **North Dakota Street Pedestrian Bridge** – The comment came from the Biodiversity Project of Tigard, which supports better pedestrian access in the area but wants to use the State Gas Tax fund of \$100,000 proposed for the project to acquire and restore the nearby Fanno Creek wetland site located north of North Dakota Street between Fanno Creek and the railroad tracks. The comment also indicates that the lack of sidewalks adjacent to the bridge would make the project impracticable.

Staff Comment: Staff agrees with the comment and recommends the North Dakota Street Pedestrian Bridge project be removed from the draft project list. Refer to Section B; input No. 2 for staff comment on the acquisition and restoration of greenspaces.

2. **Wall Street LID and Hall Blvd/Wall Street Intersection & Approaches** – Two commenting groups and one citizen have opposed the construction of Wall Street and suggested that the preliminary design of the Wall Street extension is completed as soon as possible. The major issues are the availability of a street crossing permit from the railroad and the negative impacts to Fanno Creek, wetlands and wildlife habitats. The groups also suggested that there are alternatives to the extension of Wall Street, such as the replacement of the Hall Street Bridge across Fanno Creek.

Staff Comment: The City is required to construct a joint access for the Library and the Fanno Pointe Condominiums as a condition of approval by ODOT. Construction of the first 425 feet of Wall Street (Wall Street – Phase I) at its connection with Hall Boulevard is necessary to implement ODOT's requirement. The next phase to extend the street across the creek and the railroad tracks to connect to Hunziker Street will be determined after completion of the Preliminary Engineer's Report. This report, which produces plans at approximately the 60% design stage, is tentatively scheduled for submittal to City Council in March for review. If Council approves the LID formation, then staff would proceed to complete the project design for Phase II. The Tigard Transportation System Plan recommends that both Wall Street and the widening of Hall Boulevard (including the bridge replacement) be constructed over the long term.

Crosswalk Lights (Hall Blvd at Fanno Creek Pathway) – The comment suggested installation of an island midway across Hall Boulevard for the Crosswalk Lights project.

The comment also recommended replacement of the existing Hall Boulevard Bridge with a pedestrian access going under the bridge as an alternative project for the lighted crosswalk.

Staff Comment: The design will include installation of a concrete median across Hall Blvd as a safe stop for pedestrians to get to the other side of the street. Due to excessively high costs involved in construction of a new bridge, installation of crosswalk lights is recommended as it is originally proposed.

3. **Mapleleaf Street (72nd to 71st Avenue)** – The question was regarding deferring the Mapleleaf Street project to next year in favor of sidewalk installation on 72nd Avenue between Spruce and Locust Street.

Staff Comment: The City has, whenever possible, paved existing gravel roads to reduce long-term maintenance costs. The annual maintenance cost for a paved street is much less than that for a gravel street. The gravel segment of Mapleleaf Street between 72nd and 71st Avenue is the quite possibly the last remaining gravel road that connects two existing paved streets. Paving this section completes the conversion of gravel roads to pavement and is recommended for inclusion on the CIP list as it is originally proposed.

The draft list of potential CIP projects for FY 2004-05 proposes sidewalk installation and extension at various locations in the City. Currently, there are no specific locations identified for placement of new sidewalk except at schools, transit amenities and key activity centers. Sidewalk on 72nd Avenue between Spruce and Locust Street may be included for consideration.

4. **Walnut Street/Ash Avenue/Scoffins Street Feasibility Study** – A citizen said that the project has not been adequately discussed even at the concept level to be included on the draft CIP project list. The citizen also suggested construction of an overpass or underpass for the Greenburg Road/Main Street crossing and the Hall Boulevard crossing at Hwy 99W.

Staff Comment: The Walnut Street/Ash Avenue/Scoffins Street extension and other streets have been identified in the Tigard Transportation System Plan (TSP) as alternative routes to Hwy 99W to improve intra-city east-west traffic circulation and avoid the congestion along that highway. The TSP considered this new street extension as crucial to east-west circulation in Tigard. A preliminary engineering study on the extension of Walnut Street is necessary to identify a corridor for that street.

Construction of an overpass or underpass for the Greenburg Road/Main Street crossing and the Hall Boulevard crossing at Hwy 99W is not currently recommended by the Transportation System Plan. That suggestion can be considered in a future update of the TSP. At this time, staff is evaluating a design option that involves widening of Hall Boulevard at its intersection with Hwy 99W to provide a northbound and a southbound right turn lane to reduce traffic congestion at the intersection. No design schedule has been established for the project at this point.

5. **Fanno Creek Trail (Grant to Main Street)** – This project received a negative comment from the Biodiversity Project of Tigard. The group indicated that the trail would destroy much of the riparian habitat along the creek.

Staff Comment: Staff does not concur with the comment for the following reasons:

The trail section is part of a regional strategy to complete a continuous trail along Fanno Creek. The proposed section would serve the full range of recreational users seeking a natural experience and a safer alternative for access to parks, schools, the Tigard downtown, and other area destinations along busy streets.

A portion of the route includes an existing pedestrian under crossing of the Highway 99W overpass. This area has long been an attractive nuisance, and its use as transient hangout is a major obstacle to the creation of a walkable and safe mixed-use downtown area. Completion of this section of the high use trail would bring increased pedestrian activity to the under crossing and discourage criminal activity.

With regard to vegetation, the area within the trail corridor is undeveloped and covered by a combination of trees, blackberries, and grass. Near Grant Street, the vegetation impact from the trail is mainly to Himalayan blackberry. The alignment minimizes riparian impact by preserving existing trees.

An important environmental benefit of the trail is that it would provide access for the restoration of the disturbed and non-native portions of the streamside area. While trees line much of the stream course within the trail corridor, there are significant strips of open areas where blackberries are becoming dominant, spreading or threatening the native plants. The plan for these degraded areas includes the removal of non-native vegetation and planting the open areas along the creek with a continuous corridor of trees.

According to Clean Water Services, the agency responsible for county-wide water quality management and which has reviewed plans for the trail, the City is "doing a good job of balancing the needs of the project with its impact on the resource."

Not constructing the trail would deprive the neighborhood and other users of a healthy outdoor recreation activity. It also would leave a major gap in the regional trail and preclude access for restoration activities.

Land use (Sensitive Lands) approval would be required for trail construction. This would involve a public hearing process, which would provide additional opportunities for public comments and objections to the trail design.

6. **Fanno Creek Park Shelter** – Two respondents that commented on the Fanno Creek Park Shelter project saw the project was unnecessary since the Library itself provided parking and shelter nearby. The comment also suggested that the funding to be used for rebuilding a section of Fanno Creek Trail between Tigard Street and Tiedeman Avenue.

Staff Comment: This project was proposed by City Council. The shelter will provide a place for pedestrians to stop while walking along the Fanno Creek. An interpretive sign will also be displayed to provide information about the surrounding area which will be planted with native vegetation. It is necessary to leave the project on the draft list.

7. **Fanno Creek Trail (Hall Blvd to proposed Wall Street)** – The opposing opinion came from the Biodiversity Project of Tigard who supported the extension of Fanno Creek Trail but did not want this segment of the trail to go into the habitat north of the creek. The group also recommended that the trail should cross Hall Boulevard, then immediately turn south following the new sidewalk and then connect to the library site south of the creek.

Staff Comment: Staff does not favor the on-street option proposed because the physical design of the trail segment poses very limited disturbance to the existing vegetation and avoids all wetlands and trees. The area through which the trail passes is a former horse pasture. All along the stream banks, Himalayan blackberries predominate. A re-vegetation plan has been developed for the greenway area through which the trail is proposed to travel. The recently revised trail alignment located north of the creek avoids all wetlands and is located relatively close to the road.

The proposed alternative, an eastside sidewalk route along Hall Boulevard, is not feasible at this time. The sidewalk scheduled for installation in conjunction with the library project does not extend north of the Hall Boulevard vehicular bridge. Moreover, the existing bridge is too narrow to safely pass pedestrian and vehicular traffic simultaneously. The construction of a new bridge, although highly needed, has not been scheduled at this time and no funding has been identified to pay for its construction.

Two permits would be required for trail construction. These are the CWS Stormwater Connection Permit and the City Sensitive Lands Permit. The Sensitive Lands Permit process would include a public comment period and a formal public hearing. This will provide additional opportunities for public involvement in the trail design.

8. **Skateboard Park** – This project gained positive comment from Tualatin Riverkeepers and the Biodiversity Project of Tigard due to the City's choice of location for the proposed park. The City Hall parking lot location selected for the park would eliminate negative impacts to natural resources. The Biodiversity Project of Tigard had a question about the project cost which has increased from approximately \$290,000 to \$404,000.

Staff Comment: The construction cost for the skateboard park was estimated at \$392,470 (not in the realm of \$290,000). \$13,000 has been added to cover consulting costs for developing construction drawings, specifications and project management. The new construction cost for the park is currently proposed for \$405,000.

9. **Tree Planting** – The favorable comment came from Tualatin Riverkeepers and the Biodiversity Project of Tigard who appreciated the City's effort to restore habitat by planting trees and shrubs in parks and openspaces and along Fanno Creek. The Biodiversity Project of Tigard also recommended that only native species be planted.

Staff Comment: It is the City's practice to plant all greenspaces with native vegetation. Most of the trees planted in the parks are native. However, from time to time, non-native plants (e.g. zelkova trees) are planted along parking areas.

10. **Summerlake Improvements** – The comment came from Tualatin Riverkeepers who saw no progress from the City to improve the water quality, temperature loading and fish passage. The group asked the City to remove fish passage barriers and restore natural stream conditions.

Staff Comment: Under Council's direction, the City has allocated some funding to perform flow monitoring and other related studies. The City has a contract with the County Watermaster to perform the flow-monitoring work including temperature. As noted in Section C, item No. 2, this project with other projects in the Fanno Creek Management Plan are currently being evaluated and prioritized through a public process.

Funding is through SWM fees intended to improve water quality but is not available for fish passage or habitat improvements.

B. NEW PROJECTS PROPOSED & STAFF COMMENTS

1. **Fanno Creek Trail Realignment (Tigard Street to Tiedeman Avenue)** – The comment was about a portion of the trail within the former wetland section be replaced by a boardwalk. Seven respondents requested the City to restore the hydrologic connectivity of the wetland areas located on either side of the trail section. Also, the trail section currently is underwater for part of the year and, during this time, trail users walk through the adjacent wetland mitigation site in order to get around the standing water.

Staff Response: Staff is supportive of this recommendation in concept and intends to look into the design-related details and cost. The City is prepared to budget an initial amount of \$10,000 towards the cost of pavement removal and boardwalk installation.

2. **Acquisition and Restoration of Greenspaces (north of North Dakota Street, between Fanno Creek and railroad tracks)** – This project received eight letters expressing the desire to acquire a piece of property north of North Dakota Street between Fanno Creek and the railroad tracks.

Staff Comment: The property is currently owned by a developer. Development of this land shall be in accordance with zoning rules, federal wetlands regulations and CWS design standards that require preservation of the floodplain and a sensitive lands buffer. Acquisition of the property was proposed in the FY 2003-04 CIP. However, it wasn't available to purchase at the time the budget was approved. The Tigard Transportation System Plan proposes that Nimbus Avenue be extended through this parcel. Any further consideration of purchasing this land would be for the purpose of reserving it for the street extension.

3. **Main/Commercial Street Curb Return Improvement** – The comment was regarding improvement of the curb return at the southeast corner of the Main/Commercial Street Intersection to accommodate wide turn movements by TriMet buses from westbound Commercial Street to northbound Main Street.

Staff Comment: Staff concurs with the recommendation and will include the project in the draft project list for consideration.

4. **Four-way Stop Sign Improvement (Burnham/Main Street Intersection)** – The Tigard Central Business District Association recommended installation of curb-outs at all stop sign/traffic signal intersections within the CBD and at all locations where crosswalks exist without signalization or control. The Association emphasized the invisibility of an existing stop sign on southbound Main Street at the intersection with Burnham Street.

Staff Comment: Southbound Main Street at the intersection with Burnham Street will be recommended for improvements as follows:

- Re-paint existing pavement markings.
- Relocate the existing advanced warning sign 50 feet south.
- Eliminate one parking space adjacent to the southbound stop sign.

The suggestion regarding installation of curb-outs at all stop sign/traffic signal intersections within the CBD should be considered in the Downtown Development Study to be performed during the coming year. A couple of bulb-outs as recommended by the Downtown Traffic Study performed last year may be considered for the upcoming fiscal year. Other improvements resulting from the Development Study can be considered for future fiscal years.

5. **Burnham Street Improvements** – This project received comments from the Tigard Central Business District Association requesting inclusion of curbside parking, sidewalks and speed designation that matches Main Street's and other adjacent streets'.

Staff Comment: The project has been put on hold at the 75% design stage until a unified vision of the Tigard downtown is developed and a consensus on elements that would be incorporated in the street is reached.

6. **Main Street Park** – The request was about developing the south end of Main Street to match the Liberty Park on the north end.

Staff Comment: The City can not develop the property since it is owned by the State of Oregon.

7. **Sattler Road Storm Drain Pipe Installation (98th to 96th Avenue)** – Staff received a phone call from a citizen who requested the existing ditch on the north side of the Sattler Road between 98th and 96th Avenue be replaced with underground storm drain pipes to provide additional paving area for children to walk without cutting through private properties.

Staff Comment: Replacing the ditch with a pipe does not provide for adequate drainage since a pipe cannot effectively collect the runoff from the street and there is no facility available to accept the discharge of the pipe. Runoff over the covered ditch would either pond or continue onto private property. Adding the project to the draft CIP list is not recommended.

8. **Projects Proposed by Tigard Central Business District Association:** Staff received a letter from the Association recommending ten projects to be included on the proposed CIP project list for consideration. Of the ten projects, three are related to capital improvements and seven are mostly related to the Commuter Rail project.

Staff Comment: Three CIP projects are addressed in this executive summary. Staff will forward other projects to the Tigard Downtown Task Force who oversees the overall Commuter Plan for consideration.

C. GENERAL QUESTIONS & RESPONSES

1. **Bull Mountain/Roshak Road Intersection** – The question was about the funding source for construction of the project.

Staff Response: As identified in the draft CIP project list, construction of the Bull Mountain/Roshak Road Intersection is funded by Traffic Impact Fees-US which is collected within the Urban Services Area. County officials have authorized the use of County TIF funds for TIF-eligible improvements to the major roads like Walnut Street, Gaarde Street and Bull Mountain Road.

2. **Storm Drainage System** – A citizen and Tualatin Riverkeepers asked for information regarding the City's current balance of SWM (Stormwater Management Plan) Fees. The group also expected that the CIP list would reflect the results of CWS' specific projects that had been evaluated and prioritized by the agency. Correction of undersized stormwater treatment facilities and prevention of stormwater pollution from flowing into Fanno Creeks were also addressed in the letters.

Staff Response: Stormwater projects proposed in the Fanno Creek Management Plan are currently being evaluated and prioritized through a public process by CWS. Once this is completed, the project and its priority will be included in the CIP. The beginning SWM fund balance for FY 2003 – 04 is \$1,890,799. With exception of a few early action projects, significant expenditures are expected until the public process is completed. This fee is based upon increased impervious surfaces (pavement, roofs) that result from development. As the City approaches build-out, revenue from this fund is expected to decline.

Design of stormwater treatment facilities is in accordance with CWS design standards that require removal of 65 percent of the total phosphorous from the runoff from 100 percent of the newly constructed impervious surfaces. Staff would welcome an opportunity to meet with the group to receive specific ideas and additional input regarding water quality treatment issues.

3. **Sidewalk Installation** – The question was regarding installation of sidewalks through formation of Local Improvement Districts.

Staff Response: It is possible to form Local Improvement Districts for sidewalk improvements. However, Local Improvement Districts require consent from the owners within the proposed district. In addition, the costs involved in issuing a municipal bond would most likely be relatively high for small neighborhood projects. Furthermore, construction of sidewalks generally also requires installation of curbs and full-width pavement. In short, the cost involved in providing sidewalk improvements are usually much more than meet the eye because of the other improvements that are needed to drain the roadway.

4. **Park/Openspace Land Purchase** – A citizen commented that funding for parks is limited and requested that some projects be deferred to provide funding for acquisition of land for parks.

Staff Response: Parks System Development Fees are the only source of funding within the CIP available for purchasing land for parks. Consequently, deferring other projects will not increase funding for parks.

5. **Planter Strips** – The question was regarding installation of planter strips between streets and sidewalks to contribute to beautification and safety for the streets.

Staff Response: Installation of planter strips is currently required by the City's Community Development Code for improvements of all streets in Tigard. However, due to right-of-way restriction on some street widening projects, acquisition of additional rights-of-way for placement of planter strips has been restricted. Street projects will include planter strips wherever feasible.

ATTACHMENTS

Diane Jelderks - RE: Capital Improvements Projects, City of Tigard

From: Cathyann Jones <cathyannj@sevendees.com>
To: <gus@ci.tigard.or.us>
Date: 1/20/2004 11:30 AM
Subject: RE: Capital Improvements Projects, City of Tigard

Dear Mr. Duenas,

My husband and I are residents of Tigard and walk daily in the Greenway Park area. We would like to express our support for the current joint proposals by the Friends of Summer Creek, The Biodiversity Project of Tigard, and Take Back Tigard for the Fanno Creek Trail Restoration and the Focus on Floodplains plans. The area that is being proposed to build on is full of wildlife and gives us a much richer area to enjoy the birds and wildlife than another building crowding this diverse floodplain area.

We have often remarked over the years how wonderful it is to have this park to enjoy in the middle of the busy area we live in. How is increases the liveability of the area for us and is a big plus as to why we stay in this area. We were distressed to see that there was a proposed building being considered for further development in this area and think it would be much better for the community if we were to explore the proposals mentioned above.

Thank you for your time and consideration of this important proposal.

Cathyann and Charlie Jones
11536 SW Twin Park Pl.
Tigard, OR 97223
e-mail: cacjones@gte.net

file CIP

Jan 20, 2003

CIP Project Nomination (Phone Conversation)

Brian Hanson 503-639-1609

Replace exist ditch w/ storm drain pipe

(North side of Sattler Rd between 96th & 98th)

Diane Jelderks - Comments on CIP Plan

From: "John Frewing" <jfrewing@teleport.com>
To: <gus@ci.tigard.or.us>
Date: 1/20/2004 7:49 AM
Subject: Comments on CIP Plan

Gus:

Please consider the comments below as you prepare subsequent versions of the Tigard CIP Plan for 2004-05:

1) Please include a bit more information about the different funding sources. For example, as a customer of the TVWD, I don't want particularly to pay for improvements to the Tigard water system. I presume that the Water CIP funds come exclusively from Tigard water users, but what about your time in developing this CIP and overseeing any other Tigard water expenses. Do you allocate your time so that water users pay for your water work, or do I get to support that work as well? Similarly, for the Bull Mountain/Roshak improvement (which I think is necessary), do Tigard residents pay for this work outside the city limits? I presume that your funding source is a county or state funding source, but all this is not clear in the CIP material you handed out a week ago.

2) I don't understand why Gaarde improvements include a sidewalk and the work on SW 72nd does not include a sidewalk. You include a statement for the North Dakota pedestrian bridge that the existing bridge is too narrow to safely pass pedestrian and vehidular traffic. The same is true for SW 72nd from Spruce to Locust. I don't understand why your proposed improvements to Maplecrest and Pine are included. These are not busy streets and don't serve substantial numbers of frontages. I suggest that these two projects (Maplecrest and Pine) be deferred to another year in favor of a sidewalk for SW 72nd from Spruce to Locust.

3) I think that your proposal to conduct a Walnut/Ash/Scoffins feasibility study has not been adequately discussed even at the concept level to spend \$50,000 yet. Instead of looking for alternative routes around 99W, I would favor looking at alternatives for 99W itself. I have previously written you asking that you consider a overpass/underpass for the Greenwood/Main crossing of 99W and the same for Hall crossing of 99W. I know that such would be expensive, but we need to make 99W more of a bypass through Tigard rather than commercial street, if we are to preserve the livability of downtown.

4) I agree with others who comment that funding for parks is too low a percentage of our community capital expenditures. Please consider deferring some of the other projects in favor of more park/open space land purchases.

5) I agree with others who observe that there is a large backlog of necessary surface water management facilities which need to be expanded or added to deal with over 50 years of providing NO retention of stormwater drainage. On my own street, your CAP survey noted such situation, and although I don't think my street is the worst of the backlog, you should provide more funds to this capital need of the city.

6) Inasmuch as the Street Maintenance Fee will not provide for improvement of sidewalks, I think it is imperative that additional CIP funds be allotted to this function throughout Tigard. In addition, I think you should explore the formation of sidewalk LIDs to push the issue of sidewalks forward in the near future (I don't think that planning should be in the CIP).

7) I agree with others who think that Wall Street expenditures should be stopped as early as possible.

Sincerely,

John Frewing, 7110 SW Lola Lane, Tigard, 97223 503-245-5760 jfrewing@teleport.com

January 19, 2004

RE: Capital Improvements Projects Budget

Gus Duenas
Vannie Nguyen
City of Tigard
13125 SW Hall Blvd.
Tigard, OR 97123

Dear Ms. Nguyen and Mr. Duenas,

Attached is a copy of the two projects that we are submitting for the FY 2004-05 CIP program. We also submitted a copy at the public meeting on January 14th. We appreciate the city's efforts that have gone into the CIP process, including the on-going restoration of habitats in Tigard which in the long run will benefit the many species of fish and wildlife that exist in our city, helping to ensure their long-term conservation and protection.

We appreciate the opportunity to comment on the list of projects that the city submitted and our comments are as follows.

STREET SYSTEM PROGRAM

- Crosswalk Lights (Hall Blvd. At Fanno Creek Pathway)

As we commented at the meeting, citizens have for years requested that the Fanno Creek bridge be replaced with pedestrian access going under the bridge. It would be a much safer means of getting pedestrians across Hall Blvd. The posted speed limit here is 45 mph which means many people go 50 mph or more. At the last meeting for the planning of the open space and trail around the library, we were told that the crossing on Hall would have an island in the center so pedestrians would have a safe harbor to get to midway across the street. This does not seem to be included in the proposal.

- North Dakota Street Pedestrian Bridge

The money allocated for this project would be better spent by using it to buy the nearby Fanno Creek wetlands site (current name of "Black Bull" proposal) with funding left-over for wetland restoration. It does not make sense to put a pedestrian bridge next to the existing bridge since there are no existing nearby sidewalks to connect to and there are no sidewalks from the bridge all the way east to the other side of the railroad tracks to connect to. While we support better pedestrian access in this area, we feel strongly that the funds for this proposal would be better used right now for land acquisition as mentioned earlier.

- Wall Street LID and Hall Blvd/Wall Street Intersection and Approaches

For more than two years, many of us attended meetings for the new library project. We supported the city's efforts to design a library that would benefit all of Tigard's citizens as well as increase the amount of openspace and trails to enjoy. What we did not agree to then nor do we agree to or support now is the city's continued insistence on constructing the first and second phases of Wall Street.

The total funding for all of the CIP programs is approximately \$20 million, and of that total only approximately 4% is allocated for Parks Systems. If one takes out the skateboard park where funds will come from fundraising, it equates to only 2%. While we recognize that some improvements to streets, water systems, etc. may be needed, it is also important to ensure that adequate funding exists for land acquisition to provide much needed parks and openspaces for all of Tigard's citizens, who recognize that nature and all that it encompasses is a vital component of the true livability of this community.

Thank you for the opportunity to participate in this important CIP planning process. We look forward to working with the City of Tigard in the future in order to contribute to the long-term protection and enhancement of our natural resources.

Sincerely,

Susan Beilke, Director
The Biodiversity Project of Tigard

January 14, 2004

RE: Capital Improvement Projects, City of Tigard

SUBMITTED BY: These are joint proposals submitted by the following groups: Friends of Summer Creek, The Biodiversity Project of Tigard, and Take Back Tigard.

To whom it may concern:

We are pleased to have the opportunity to submit projects under the Capital Improvements Projects. Working together as a community, we believe we can all work together to make positive changes that improve the livability of our neighborhoods. Our proposals are as follows:

- Focus on Floodplains – (Estimated cost - \$40,000) Purchase and restoration of 8.15 acres adjacent to Fanno Creek off North Dakota street (site is presently called the Black Bull development proposal). This proposal focuses on the need to protect floodplain and wetland habitats in our city, in order to protect and enhance fish and wildlife habitat, maintain the water storage capacity of our wetlands, decrease the threat of flooding to surrounding neighborhoods, and provide increased passive recreational (e.g., bird watching) opportunities to the community.

In order to accomplish the above, we present this proposal as a "pilot" project, one which would allow the city to showcase its intent to preserve and protect floodplain habitat and corridors. The first part of the project would involve the purchase of the above mentioned property, the second phase would involve restoration of upland, wetland, and riparian shrub/forest habitats. Additional funding could be found from numerous restoration grants available in the metro region. This is a great opportunity for the city to work with the neighbors and the community as a whole in order to improve the overall "livability" of our community for its citizens as well as for the fish and wildlife species and their habitats that we are stewards of.

- Fanno Creek Trail Restoration – (Estimated cost – \$10-15,000) Involves the portion of trail between Tigard & Tiedemann streets. This project would involve removing the asphalt in the portion of the trail that exists in the delineated wetland. We propose this project for several reasons. Because it is in the wetlands, the trail is under water (>4-6") for much of the year and is essentially not useable. People using the trail go around by using the nearby replanted section which has negative impacts to the vegetation in this area. As the trail exists currently, it impedes and restricts the hydrologic flow in this area, causing water to pool on the creek side of the asphalt. This trail also is impeding flow to the adjacent wetlands and uplands because of the material it was built with and also its width. We propose the trail in the wetland section be rebuilt so it is a boardwalk, allowing for use for a greater portion of the year and to improve the hydrologic connectivity of this area near Fanno Creek.

Thank you for the opportunity to participate in this important process.

Diane Jelderks - Capital Improvement Project

From: "Pegatris" <pegatris.pegatris@verizon.net>
To: <gus@ci.tigard.or.us>
Date: 1/19/2004 11:03 AM
Subject: Capital Improvement Project

- As a frequent walker of a dog on the Fanno Creek Trail, I certainly think the proposals outlined is more in keeping with the landscape, than apartments and condominiums. Pat Redmond

Diane Jelderks - Capital Improvement Projects, City of Tigard

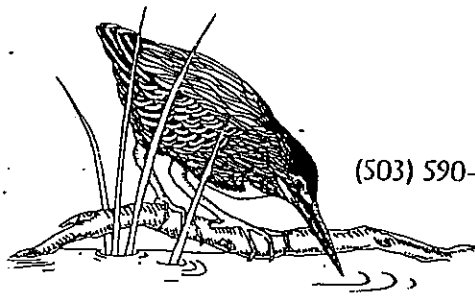
From: "Bill and Mimi Eick" <meick3@comcast.net>
To: <gus@ci.tigard.or.us>
Date: 1/18/2004 5:14 PM
Subject: Capital Improvement Projects, City of Tigard

I am a long time resident of the Tigard area and I have used, for many years, the trails along Fanno Creek. These paths provide fitness, recreation, and great pleasure to me and my family.

The restoration of the trail between Tigard and Tiedemann seems like an excellent project which will allow use of the trail for more months during the year and reduce negative impact on the vegetation in the area.

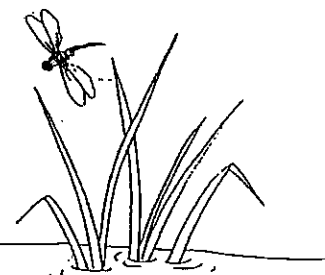
The proposal, Focus on Floodplains, is also badly needed. In recent years, as development has increased, we have been aware of more flooding in the streets around our neighborhood. We find standing water in our yard until well into April and May and our drainage ditch is often full to overflowing. This was not the case even five to seven years ago. These have been dry years, so increased rain would not account for the problems. Please support the proposal to purchase and restore the 8.15 acres adjacent to Fanno Creek off North Dakota street.

Thank you for your consideration. Mimi Eick



TUALATIN Riverkeepers

16507 SW Roy Rogers Rd. Sherwood, OR 97140
(503) 590-5813 • fax: (503) 590-6702 • www.tualatinriverkeepers.org
email: info@tualatinriverkeepers.org



January 18, 2004

RE: Capital Improvement Projects Budget

Vannie Nguyen
City of Tigard
13125 SW Hall Blvd
Tigard, OR 97123

RECEIVED
JAN 20 2004
CITY OF TIGARD

Dear Ms. Nguyen,

Tualatin Riverkeepers is a community-based organization of 700 dues paying members working to protect and restore Oregon's Tualatin River System. We appreciate the City of Tigard's efforts to protect and restore creeks, wetlands, floodplain and habitat. Thank you for the opportunity to comment on the City of Tigard's Capital Improvement.

I have reviewed the proposed list of Capital Improvement Projects and offer the following comments for Tualatin Riverkeepers.

Wall Street LID

As we have stated before in letters and testimony to the City Council, Tualatin Riverkeepers opposes the formation of the Wall Street Local Improvement District. Our objections still focus on the destruction of riparian and wetland habitat, impacts on sensitive species including the western pond turtle, known to use the area, and the dangers of a new on-grade railroad crossing. We believe alternatives to the Wall Street LID identified in the Tigard Transportation System Plan, including the replacement of the Hall Street bridge over Fanno Creek provide benefits to traffic, pedestrian safety, wildlife, wetland and riparian preservation and flood prevention that Wall Street does not. We see the city's pursuit of this project in the face of undying opposition of the railroad owners as an imprudent use of public funds.

Fanno Creek Trail

We appreciate the City's efforts at constructing the Fanno Creek Trail. We don't see a lot of value in the \$75,000 proposed parking and shelter north of the library, since the library itself provides parking and shelter nearby. As we have requested previously in public meetings regarding the trail alignment, we feel that the trail on the library site should be kept south and west of Fanno Creek to minimize conflicts with wildlife.

We ask that CIP funds be dedicated to rebuilding a section of the Fanno Creek Trail between Teidemann and Tigard Streets with a boardwalk and restore hydrology. The asphalt trail section in this area is inappropriate for wetlands and floodplain. This area

floods often during the fall, winter and spring months and becomes unusable for many days. As a result, people using the trail make a new trail to the west and damage the area that is supposed to serve as mitigation for wetland destruction elsewhere in the City.

Late last year Tualatin Riverkeepers provided the City with a letter of support for extending the Fanno Creek trail from Cook Park to Durham City Park and the proposed Tualatin River pedestrian bridge. This project should be listed, pending grant funding.

Tree Planting

We appreciate the use of the City's Tree Replacement Fund to restore native riparian forest along Fanno Creek. We look forward to working with the City on February 14 on one such planting project.

Skateboard Park

We applaud the City's choice of location for the proposed skateboard park in the City Hall Parking lot. This location eliminates the damage to natural resources that would have occurred on other previously proposed sites.

Storm Drainage System

Clean Water Services' Stormwater Management Plan (August 2000) committed to "Evaluate and retrofit where feasible, existing drainage structures to produce water quality benefits", with evaluation and prioritization to be "completed within a three-year period". We would expect that this CIP list would reflect the results of this evaluation and prioritization with a list of specific projects.

When we last checked on July 1, 2002, the City of Tigard was holding a balance of \$2,601,474 in Surface Water Management Fees. The proposed expenditure of \$150,000 on Clean Water Services Master Plan seems a bit meager considering the amount of SWM Fees that the City was holding. Please inform us as to the City's current balance of SWM Fees.

A study by Lewis G. Scholl, PE, published in the December 2000 edition of *Stormwater Treatment Northwest* compares stormwater quality treatment facilities in Oregon and Washington. Here is what the study has to say about stormwater treatment facilities in the Tualatin Basin, including Tigard:

"In the Tualatin Basin - the flow rate treated is about 1/2 of that typical to the City of Portland and about 1/4 of that typical to cities and counties in Washington State. The result is that - in the Tualatin Basin - water quality facilities are designed significantly smaller and with less capacity for flow and treatment than in all other areas in the Northwest. This Difference is primarily due to the design storm and the associated method of calculation that the Unified Sewerage Agency (USA) has chosen to use. The discrepancy does not generally reflect any local meteorological phenomena."

Clean Water Services and the City of Tigard are required the Clean Water Act to prevent stormwater pollution to the maximum extent practicable. If higher capacity stormwater

facilities are practicable in Washington State and Portland, they are practicable in Tigard. We ask that the City of Tigard use SWM Fees for CIP projects that correct for undersized stormwater treatment facilities. We further ask that the City focus on disconnecting streets from streams to prevent stormwater pollution and the flashy flows that characterize and damage the Fanno Creek system.

Over a year ago, as part of the Tigard Beyond Tomorrow Urban & Public Services task force I asked that the City adopt and implement green streets standards to better handle stormwater. That strategy has not shown up in the Tigard Beyond Tomorrow progress report despite assurances from the public works director that it would be passed on to the transportation group. Planning for transportation and planning for healthy streams should go hand in hand. Please put implementation of green street standards for stormwater into the CIP proposal.

Summerlake Improvements

A few years ago I participated in the Summerlake task force that explored options to improve water quality, temperature loading, and fish passage at Summerlake Park. We see no progress from the City toward those goals. Tualatin Riverkeepers monitoring of water temperatures above and below Summer Lake last summer indicate a peak daily temperature gain on the order of 10 degrees F on hot summer days caused by the dam at Summerlake. We have talked with long-time residents that tell us of catching cutthroat trout in Summer Creek before the dam was built. Tualatin Riverkeepers encourages the City to restore natural stream conditions and remove fish passage barriers on Summer Creek at Summerlake Park.

Parks and Greenspaces Acquisition - \$40,000

We urge the City to acquire the 8 acre parcel at the confluence of Ash Creek and Fanno Creek for greenspace, north of SW North Dakota Street between Fanno Creek and the railroad tracks. A recent article in the Oregonian stated that the parcel had recently sold for \$35,000. The parcel is largely floodplain and contains wetlands and riparian zone was a target for acquisition by the Metro Greenspaces Program. We are concerned by the threat of inappropriate development on the site. We are further concerned about the apparent conflict of interest raised by the Oregonian article on the part of two employees of the City of Tigard.

Improving Public Participation

Funding for the CIP Program comes from a variety of sources. There is no indication in the 14 page document provided at the open house on how much money is available from each of the various funding sources. In order to better inform the public, and to assist their input to the program, please provide a list of the funds available for CIP from the sources listed in the 14 page document distributed at the open house. Please mail this information to all who attended the open house and post this information on the City website.

Thank you for the opportunity to participate in Tigard's CIP Program planning. Tualatin Riverkeepers looks forward to working with the City of Tigard on efforts to protect and

restore natural systems in Tigard and to build an appreciation for nature among the citizens.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Wegener". The signature is fluid and cursive, with a large, prominent loop at the beginning.

Brian Wegener
Watershed Watch Coordinator
Tualatin Riverkeepers

Diane Jelderks - Main Street Park

From: <KIMSSILVA@aol.com>
To: <gus@ci.tigard.or.us>
Date: 1/15/2004 10:53 AM
Subject: Main Street Park

- Sir: In regard to the capitol improvement projects and the need to develop old Main Street, I would like to see the green space at the South end of Main Street developed to match Liberty Park on the North end. It would be nice at least to make it pedestrian friendly with irrigated turf, a bench and sidewalk. I don't believe this would take a huge amount of money. The Parks staff could do most of the work. Thank you for your time.

Mike Davidson
8370 SW Arthur Ct.
Tigard

F-104-05
CIP**Diane Jelderks - CIP 2004-2005 Proposed Projects**

From: Clare Bronder <clareb@comcast.net>
To: <gus@ci.tigard.or.us>
Date: 1/14/2004 10:17 PM
Subject: CIP 2004-2005 Proposed Projects
CC: <vannie@ci.tigard.or.us>, <dianej@ci.tigard.or.us>, <rcg@csgpro.com>

Hello Gus,

I am writing to provide my input on the Capital Improvement Program Projects for 2004-5 which are going to be submitted to the Planning Board January 20, 2004.

I am writing to recommend terminating the Wall Street Phase I project based on an accurate reading of the agreement between the city and property owner. The City of Tigard has already met their agreement to reasonably accommodate research into the Wall Street extension.

For example, given the amount of money that would be needed to provide an alternate switching point for the railroad, it does not seem at all feasible given our budget and projected deficit in the coming years.

Who is the engineering firm that is getting the work for this effort which is so obviously flawed, given a presentation of the facts? Wouldn't it be better spent on a lawyer to advise the city on the intent of the signed agreement with the property owner. That way we could not only save Tigard hundreds of thousands of dollars in Phase II, but free money yet to be wasted on design costs. Actually, we could probably save the legal fees since we have a City Attorney already.

Thank you for taking the time to consider my concern.

Sincerely,

Clare Bronder
Tigard Resident
503 998 9800

CIP - Comments - Suggestions 1/14/04

I see very few projects that contribute to beautification. When streets are improved they should include landscape buffering between streets & sidewalks for safety & livability. I highly recommend the city review Metro's recommendations for Creating Livable Streets. Purchasing right of ways of ^a few extra feet, to be able to create much more pleasant & inviting street corridors, is an investment ^{the city} must reconsider.

CIP FY 2004-05

Jan. 14, 2004

Input from Citizens

- Citizen supports Fanno Creek Trail from Library to existing Fanno Creek Trail with the condition that the trail crosses Hall Blvd south of Fanno Creek.
- Suggestion to replace the Hall Blvd bridge and have the path cross under the bridge south of the creek.
- Then you can enhance the area north of Fanno Creek, east of Hall Blvd for wildlife.
- It was recommended that we search for grants to help with funding to replace Hall Blvd Bridge.
- Citizen asked that Wall Street Phase 1 project be deleted and that it be left as a driveway.

CIP file FY04-05

From: Gus Duenas
To: basil_christopher@msn.com
Date: 12/24/03 3:26PM
Subject: Response To Your CIP Questions

The following are the questions you sent to Liz Newton early this week:

1) Has a firm date for the CIP meeting in January been set?

Citywide CIP meeting. An open house type meeting will be conducted so the public can view the proposed projects and ask questions (early January 2004)

2) Can the public view proposed projects information prior to the January meeting?

3) What does "submittal of projects" refer to? Are these projects submitted by the Tigard community?

Submittal of projects for FY 2004-05 should be in writing via email or letter by mid-January 2004. Emails should be directed to gus@ci.tigard.or.us and letters should be addressed to the City Engineer. Early participation of citizens in the process is encouraged and would help staff to better organize a draft CIP list to be reviewed by City Council.

4) Who coordinates the CIP meetings, and should I direct future CIP question to them?

The following are my answers:

1) The date for the Citywide meeting is January 8th, 6:30 p.m. to 8:00 p.m. in Town Hall.

2) We intend to post the list of proposed projects on the web early next week. We have the basic list ready, but the Water Department is making some changes to their project list and won't have those changes to us until early next week. In addition, our webmaster is on vacation and won't be available to work the list into a format that can be easily accessed. He will be back next Monday. Hopefully, we can have the project list posted by the end of the week next week. We tried to make some changes on our own, but the project list out on the web now shows everything twice, which was not the intention. We'll wait till the webmaster comes back to get the situation corrected.

3) By submittal of project, we mean email messages or letters in no particular format. We are asking for citizen comments on the proposed project list (we won't get those until we post the list on the web) and for nominations of projects that we could consider for incorporation in either next year's program, or in future years. We ask for input in writing so that we could have written documentation of the input.

4) The questions or input should be directed to Vannie Nguyen (CIP Division Manager) at email: vannie@ci.tigard.or.us, or at the City address. She is out today and Friday, but will be back next Monday.

If you have any other questions before Vannie gets back from vacation, please let me know. I will be here on Friday also.

Agustin P. Duenas, P.E.
City Engineer
City of Tigard
13125 SW Hall Boulevard
Tigard, OR 97223
Phone: (503) 639-4171 x2470
Fax: (503) 624-0752
gus@ci.tigard.or.us

Tigard Central Business District Association, Inc.

**A Not for Profit Corporation
FIN 93-1268974**

(503) 624-2975
First Bank of Tigard Building
12420 S. W. Main Street
Tigard, Oregon 97223

RECEIVED

DEC 23 2003

CITY OF TIGARD

December 17, 2003

Agustin P. Duenas, P.E., City Engineer
City of Tigard
13125 S.W. Hall Boulevard
Tigard, Oregon 97223

Subject: Proposals for City of Tigard Capital Improvement in Central Business District

Dear Mr. Duenas,

The Tigard Central Business District Association (TCBDA) has identified a number of projects we consider important to the City and the downtown business district. We would like to submit some of them for inclusion in the City of Tigard Capital Improvement Program budget process at this time.

We have focused on projects which are rather 'generic'; they are not inconsistent with any other plans which may develop from the Tigard Downtown Task Force potential Downtown Improvements Plan. We have considered the appearance of the City of Tigard Historic Downtown Business District. We are attentive to the need for smooth traffic flows with safe speeds. We look for pedestrian safety and enjoyment of the 'Downtown experience'. Our desire is to make Downtown Tigard an attractive place for the general public to patronize the many and diverse businesses. These ideas are generally consistent with the Oregon Downtown Development Association 'Resource Team Report' of February 2000, and the 'Tigard Beyond Tomorrow' plan which is ongoing since 1996.

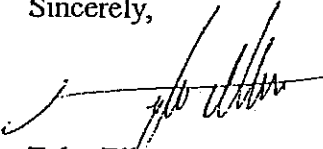
We have followed the developed design for the commuter rail station and look for a continuous flow of esthetics into the entire downtown neighborhood. And, we have received the support and endorsement of the Tigard Downtown Task Force for most of the projects contained herein.

Being aware of the financial restraints the City of Tigard has, and the needs for improvements in many other parts of our city, we understand that not all of the projects will be accomplished in just one year. However, with establishment of a two to three year plan, we believe these projects to be very feasible.

City of Tigard
December 17, 2003
Page 2

Please place these projects for serious consideration during the budget process. If you have further questions, or need more information, please contact us as soon as possible so that we may minimize any delays in meeting your needs.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tyler Ellenson', written over a horizontal line.

Tyler Ellenson
President

Cc: Tigard Downtown Task Force
Cc: Jim Hendryx, Community Development Director, City of Tigard
Cc: TCBDA Board and membership

Attachment – Proposed Capital Improvement Project List

Attachment – Proposed Capital Improvement Project List

Date: December 17, 2003

To: City of Tigard

From: TCBDA

**PROPOSED PROJECTS
LISTED ACCORDING TO TCBDA SUGGESTED PRIORITY**

Page 1 of 4

- 1) **Ornate street lights for Main Street and the connecting streets between Highway 99 and Hall Boulevard ****

With lights similar in design to that requested for the Commuter Rail Stations, this project would lend an ambiance to the downtown comparable to the pleasing esthetics established by numerous other downtown areas throughout Oregon. The light poles should have the capability for embellishments such as banners and hanging baskets.

TCBDA encourages the City to work with TriMet for design compatibility of the light poles and fixtures between the Commuter Rail Station and the streets of Downtown Tigard. We also encourage research of the possible programs available through Portland General Electric wherein there could be significant cost savings. TCBDA would appreciate the opportunity to participate in any design option considerations.

- 2) **Gateway signage at all major entrances to Historic Downtown Tigard ****

This project has been spoken of for numerous years but never acted on. Each main entrance to the downtown ought to have an attractive structure signifying to the public that they are entering 'Historic Downtown Tigard'. The City should consider similar signage at each major entry to the town in general.

TCBDA recommends certain style and design consistencies for all signage so as to conserve on development and construction costs. Local art advocates ought to be consulted for design.

- 3) **Curb outs at all stop sign / traffic signal locations within the CBD, and all locations where crosswalks exist without signalization or control ****

Emphasis is stressed for the stop sign on southbound Main Street at the intersection with Burnham Street (the present curbside stop sign is not visible enough). This recommendation is consistent with observations for traffic/speed calming and pedestrian safety.

**** Endorsed by Tigard Downtown Task Force**

Attachment -- Proposed Capital Improvement Project List
Date: December 17, 2003
To: City of Tigard
From: TCBDA

PROPOSED PROJECTS
LISTED ACCORDING TO TCBDA SUGGESTED PRIORITY
Page 2 of 4

4) Community art enhancements throughout CBD including trash receptacles **

Art is a significant contributor to the attractiveness of any public area and should not be forgotten on the heels of the other obvious major projects. And while Pride Disposal Company has contributed trash receptacles for our use for a number of years, the receptacles need to be upgraded for use and attractiveness.

Hanging flower baskets and other tree / landscape provisions throughout Central Business District. Working with the business community, there could be significant beautification of our downtown area with these enhancements. It is not suggested that the City would bear the cost of this project alone.

5) Improvement of corner, Main Street and Commercial Street

TriMet buses extensively use this intersection. The existing turning radius is such that the buses are required to proceed wide, into the southbound lanes of Main Street, when making a right turn from Commercial Street. It is known that the City has knowledge of this problem; TCBDA recommends the City proceed to invest in the improvements; TCBDA also believes TriMet should participate in the costs.

6) Permanent electrical hookup and power panels at Liberty Park and Main Street Park with random receptacles; ornate street style lights along the paved paths through the parks

These park areas are at two of the major entrances to the historical downtown business district. Seasonally and at other times of the year, they are the site of activity and events requiring electrical support. Additionally, they have significant use by pedestrians passing thru or awaiting bus service. Lighting would enhance the safety as well as the appearance of the parks.

**** Endorsed by Tigard Downtown Task Force**

Attachment – Proposed Capital Improvement Project List

Date: December 17, 2003

To: City of Tigard

From: TCBDA

PROPOSED PROJECTS
LISTED ACCORDING TO TCBDA SUGGESTED PRIORITY
Page 3 of 4

The remaining four proposals need to be incorporated into the overall Commuter Rail plan. At the suggestion of the Tigard Downtown Task Force, we support a two-year plan for completion of these projects. While not supporting the “bring in the bulldozers” approach at this time, we do support them being in the Capital Improvements Program Budget (Fiscal Year 2004 – 2005) for planning, design and preparation as a phase one expenditure. Implementation of these proposals is proposed as a phase two, to be made a part of the Capital Improvement Program Budget for Fiscal Year 2005 – 2006, subject to possible modification depending on the status of the Commuter Rail project.

**Street Extension from Burnham Street to proposed Commuter Rail Parking
Lot ****

The Task Force’ identification of this need with the development of the Commuter Rail Station should be addressed as soon as possible since there is planning required to determine where the best extension would be located, and funding for property acquisition and street construction will be necessary

Burnham Street Improvements **

This street is a gateway to the downtown area. The amount of traffic and the condition of the street demand improvements. The opportunity for curbside parking serving the public and the adjacent businesses is significant. The City several years ago secured most all of the right of way needs. The opportunity for sidewalks would be a major pedestrian safety factor. The speed designation should be that for a downtown business environment, that is posted the same as Main Street and the other adjacent streets.

**** Endorsed by Tigard Downtown Task Force**

Attachment – Proposed Capital Improvement Project List

Date: December 17, 2003

To: City of Tigard

From: TCBDA

**PROPOSED PROJECTS
LISTED ACCORDING TO TCBDA SUGGESTED PRIORITY
Page 4 of 4**

City owned structure at each of the Commuter Rail Stations **

An idea is a kiosk incorporating a small police department office (like that at Tigard High but shared with TriMet police), a clock tower, public restrooms (with timed locks), information board, newspaper stands, pay telephones, emergency phones, security cameras, drinking fountains, vending machines, etc. It is not suggested that these facilities would be staffed full time by the police; the police presence and use would be random. This project will require cooperation with TriMet in the design of the parking lots.

Public parking on unused lands within the corridor between Burnham Street and the rail right of way from Main Street to Hall Boulevard **

There is much unused and/or inefficiently used land in the corridor which could be improved for parking with very attractive landscaping to enhance the potential beauty of our downtown. The Tigard Downtown Task Force suggests other possible uses of some of the land, such as small park areas, landscaping, etc.

**** Endorsed by Tigard Downtown Task Force**

Diane Jelderks - Capital Improvement Projects, City of Tigard

From: Moriah Diederich <moanne@flash.net>
To: <gus@ci.tigard.or.us>
Date: 1/18/2004 10:33 AM
Subject: Capital Improvement Projects, City of Tigard

This e-mail is to show my support for the Capital Improvement Projects submitted by the Friends of Summer Creek, the Biodiversity Project of Tigard and Take Back Tigard. I am truly relieved that the proposal for the Black Bull Park Condominium/Apartment project is not going through, as I think it would have been a detriment to the community and residential property values.

The purchase and restoration of the 8.15 acres adjacent to Fanno Creek off North Dakota street (the Black Bull development proposal) by the City of Tigard would help to increase community livability and residential property values. The Fanno Creek Trail Restoration is also an excellent idea, and has my support.

Please let me know if there is anything else that I can do to show my support for these proposals.

Thank you for your time.

Sincerely,
Moriah Diederich

10575 SW North Dakota Street
Tigard, OR 97223
(503) 639-9295

Diane Jelderks - capital improvement projects

From: "Michele Vitali" <vitali.mj@gte.net>
To: <gus@ci.tigard.or.us>
Date: 1/18/2004 1:35 PM
Subject: capital improvement projects

We are sending this email in support of the Focus on Floodplains and Fanno Creek Trail Restorations projects proposed for the area off North Dakota Street.

Thank you,

John & Michele Vitali
10793 SW 106th Ave.
Tigard

Diane Jelderks - Capital Improvement Projects, City of Tigard

From: "Garey Kurtz" <gareyk@mindspring.com>
To: <gus@ci.tigard.or.us>
Date: 1/18/2004 11:02 AM
Subject: Capital Improvement Projects, City of Tigard

aguStin P. Duenas, P.E.
City Engineer

Hello, how are you? I am very interested in seeing the alternative capitol improvement projects supported by Friends of Summer Creek, The biodiversity Project of Tigard and Take Back Tigard. These include the FOCUS on Floodplains proposal to purchase 8.15 acres adjacent to Fanno Creek currently known as the Black Bull development proposal. I attended the open public presentation regarding the Black Bull development and I am very concerned about degradation to the Fanno Creek wetland as a result of the road to be built in the wetland boundary area. Traffic safety on N. Dakota st. is also a serious concern with this road proposal. In addition I walk the wetland trail regularly and the impact that this proposed development would have on the esthetic quality of this green way trail would be very negative. We have an obligation to preserve the quality of life here in our fair city and the natural resources still remaining are very limited, lets make the best use of them for future generations. I am a native Oregonian and the well-being of the wildlife in this wetland area is also a major concern to me. I hope that you will support both of the projects proposed by these organizations along the Fanno Creek Trail. I would like to volunteer if these projects are undertaken. The City of Tigard has a very poor reputation in my neighborhood because the focus of this government is predominantly to promote development. This is an opportunity to demonstrate a new and better direction. Thank you for your consideration.

-Garey Kurtz
9600 SW Lewis Ln
Tigard, Or 97223

--- Garey Kurtz
--- gareyk@mindspring.com
--- EarthLink: It's your Internet.

AGENDA ITEM # 4
FOR AGENDA OF February 17, 2004

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE: Update on the Status of the Burnham Street Improvement Project

PREPARED BY: Vannie Nguyen DEPT HEAD OK : Agustin P. Duenas CITY MGR OK: Bill Monahan

ISSUE BEFORE THE COUNCIL

This agenda item updates City Council on the status of the Burnham Street Improvement project. Staff will request Council to provide direction on design elements that should be incorporated into the street design and establish a design and construction schedule for the project.

STAFF RECOMMENDATION

Staff recommends that Council review the project status outlined in this agenda item, provide direction on the design elements that should be included, and establish a design and construction schedule for the project.

INFORMATION SUMMARY

The existing Burnham Street is a collector that runs in a southeasterly direction and provides connection between Main Street and Hall Boulevard. The street is substandard in width with a pavement surface that is incapable of adequately serving the existing traffic and future transportation needs. No sidewalks exist along various portions of the street and certain areas offer narrow shoulders forcing pedestrians to walk along the edge of the travel lanes.

On February 22, 2000, the Local Contract Review Board awarded the contract to CIDA, Inc. in the amount of \$125,228.00 for the engineering design and right-of-way acquisition services for the Burnham Street project. On September 18, 2000, a contract amendment in the amount of \$18,058.50 was issued to the consultant to prepare a preliminary site plan for relocation of two existing houses abutting the street. Also included in the amendment was preparation of two appraisal reports for acquisition of these two houses. The amendment increased the contract amount to \$143,286.50. The City eventually decided to purchase the two parcels. The existing houses have since been demolished and the two parcels are ready to accommodate the street widening.

Before the project progressed to the 75% design stage, CIDA failed to cooperate with the City to complete the design and deliver the drawings and specifications to the City in accordance with the schedule established by the contract. On July 24, 2002, staff terminated the engineering services contract with CIDA after consulting with the City attorney's office.

Documents submitted by the consultant after termination of the contract indicate the project design is approximately 50% complete. Most of the lands identified for acquisition are for strips of lands that need to be purchased as permanent rights-of-way and/or slope easements. Of the 17 parcels impacted by the improvements, two parcels have been fully acquired and 15 legal descriptions have been prepared for the other parcels.

Because Burnham Street is a collector, it was designed to meet the design standards at that time with a paved surface of 44 feet curb-to-curb and a minimum right-of-way width of 60 feet. The standard minimum width provides the basis for the design of:

- a 12-foot center-turn lane
- two 11-foot travel ways
- two 5-foot bike lanes or one 10-foot on-street parking if feasible
- 6-foot sidewalks

The new street standards adopted in September 2002 call for a 70-foot minimum right-of-way width with planter strips between the curb and the sidewalk. Unless deviation from the new standards is approved, the design would have to comply with the new standards. That means additional land acquisition would be necessary on both sides to acquire the additional right-of-way.

On May 31, 2001, staff conducted a public meeting to discuss the preliminary design with the surrounding property owners and residents. In this meeting, business owners suggested the bike lanes be eliminated to provide parking along one side of the street. In response to the suggestion, staff indicated that the design standard for Burnham Street, classified as collector, does not permit on-street parking. However, staff agreed to evaluate the feasibility of pull-out street parking, provided that additional right-of-way needed would be dedicated by property owners. On June 21, 2001, staff conducted a survey to determine the level of support for pull-out street parking and whether or not property owners would dedicate right-of-way in front of their properties for the parking. However, the survey did not produce a consensus as to what elements the street should contain since there were a multiple of businesses, many of which had conflicting interests.

Since an agreement could not be reached among property owners, staff decided to place the Burnham project on hold. In support of the decision, staff also saw an opportunity to build Burnham Street in collaboration with the development of a central business district that would eventually occur in the downtown area. A master plan would need to be prepared to incorporate the Burnham Street design into the development. Property owners and residents were notified of staff's decision on November 29, 2001.

Staff requests that Council provide direction on the street section for Burnham Street. The direction would need to include the following design elements: planter strips, on-street parking, pull-out parking, bike lanes and center-turn lane. Staff also requests that a design and construction schedule be established so that the project could be placed on a priority list for execution. Depending upon the final street section proposed for the project, the current design may be completely revised to reflect Council's direction on the design. A Request for Proposal process would need to be conducted to select a new consultant to complete the design for the project and purchase rights-of-way necessary to implement the project.

OTHER ALTERNATIVES CONSIDERED

N/A

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Completion of Burnham Street improvements meets the Tigard Beyond Tomorrow Transportation and Traffic Goal of "Improve Traffic Flow and Safety."

ATTACHMENT LIST

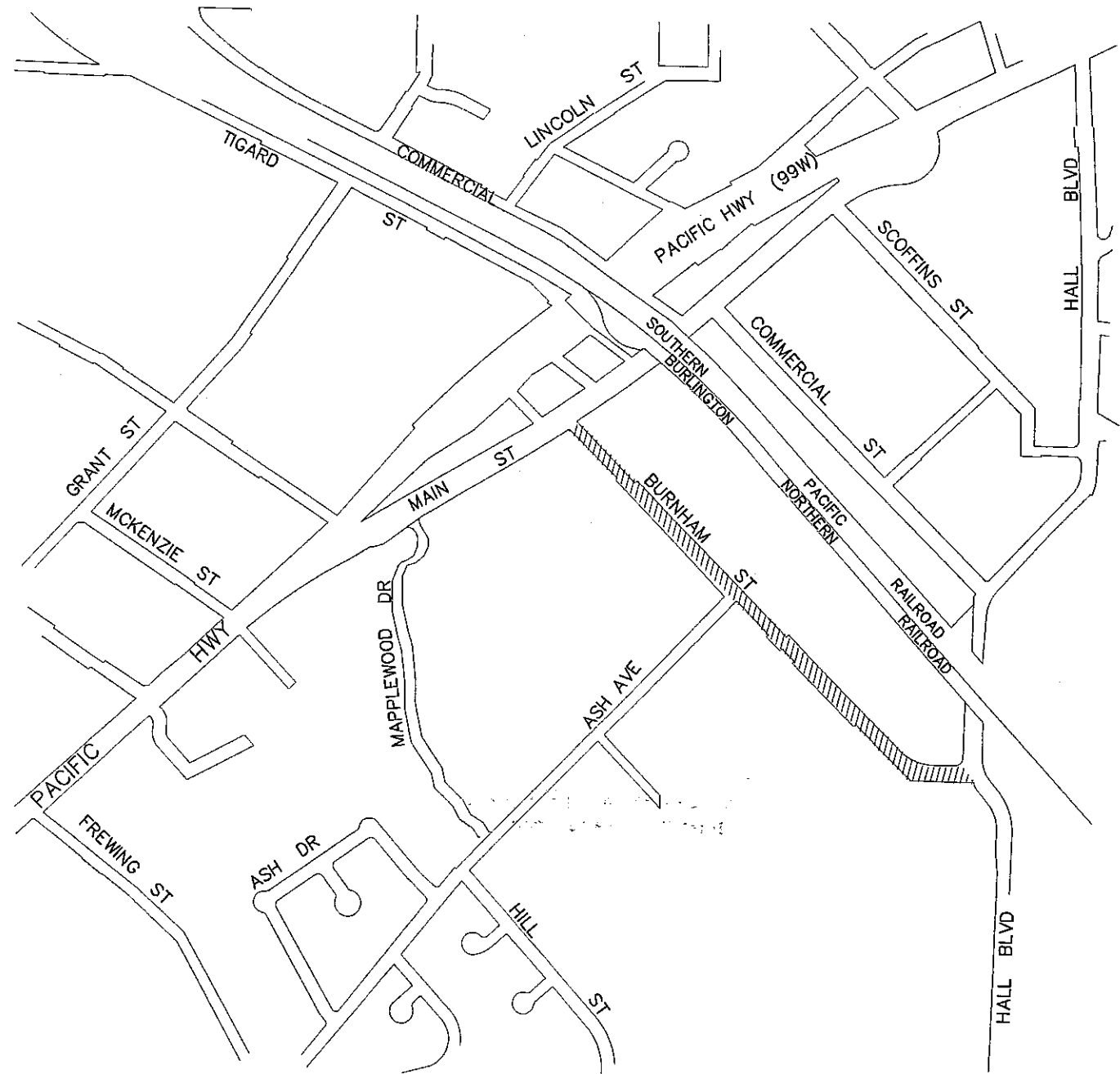
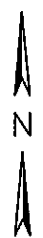
Project location map

FISCAL NOTES

No funding is currently proposed for completion of the design for FY 2004-05 CIP. Once direction is received from Council, estimates will be prepared and funding will be programmed to proceed with the design completion.

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**BURNHAM STREET IMPROVEMENTS
MAIN STREET TO HALL BOULEVARD**



AGENDA ITEM # _____
FOR AGENDA OF 02-17-04

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Code Enforcement Update

PREPARED BY: Christine Darnell DEPT HEAD OK _____ CITY MGR OK _____

ISSUE BEFORE THE COUNCIL

Christine Darnell, Code Enforcement Officer, and Judge O'Brien will provide an update on the status of the code enforcement program. The report and presentation follow the code compliance process from complaint to disposition.

STAFF RECOMMENDATION

No action required. Information item only.

INFORMATION SUMMARY

The code enforcement program has been in effect since 1986. The goal of code enforcement is to bring properties within the City limits into conformity with the Municipal Code. The result is that the community is a safer and more attractive place to reside.

In July 2002, City Council approved Code updates that streamline the civil infraction citation process. This new process has given code enforcement the ability to address more concerns within the City in a timely and efficient manner. In addition to approximately 1050 violations that were resolved without court action, in 2003, 355 violations were addressed through the municipal court. Through the efforts of the code enforcement officers and the court, violations for everything from unsafe housing to illegal sign violations have been resolved.

When a code enforcement officer uses the court process, the Judge acts as a hearings officer. If the respondent admits the violation, the hearings officer may resolve the case by mail or at the first appearance. If the respondent denies the violation, the case goes to a formal hearing. If a violation is found, and the respondent had complied prior to the first appearance, the hearings officer may reduce penalties as appropriate. Often properties that have had continued violations are placed on "probation" and monitored for a specified amount of time to ensure continued compliance. The primary goal of code enforcement is to gain compliance and resolve problems.

OTHER ALTERNATIVES CONSIDERED

N/A

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

N/A

ATTACHMENT LIST

No attachments.

FISCAL NOTES

N/A